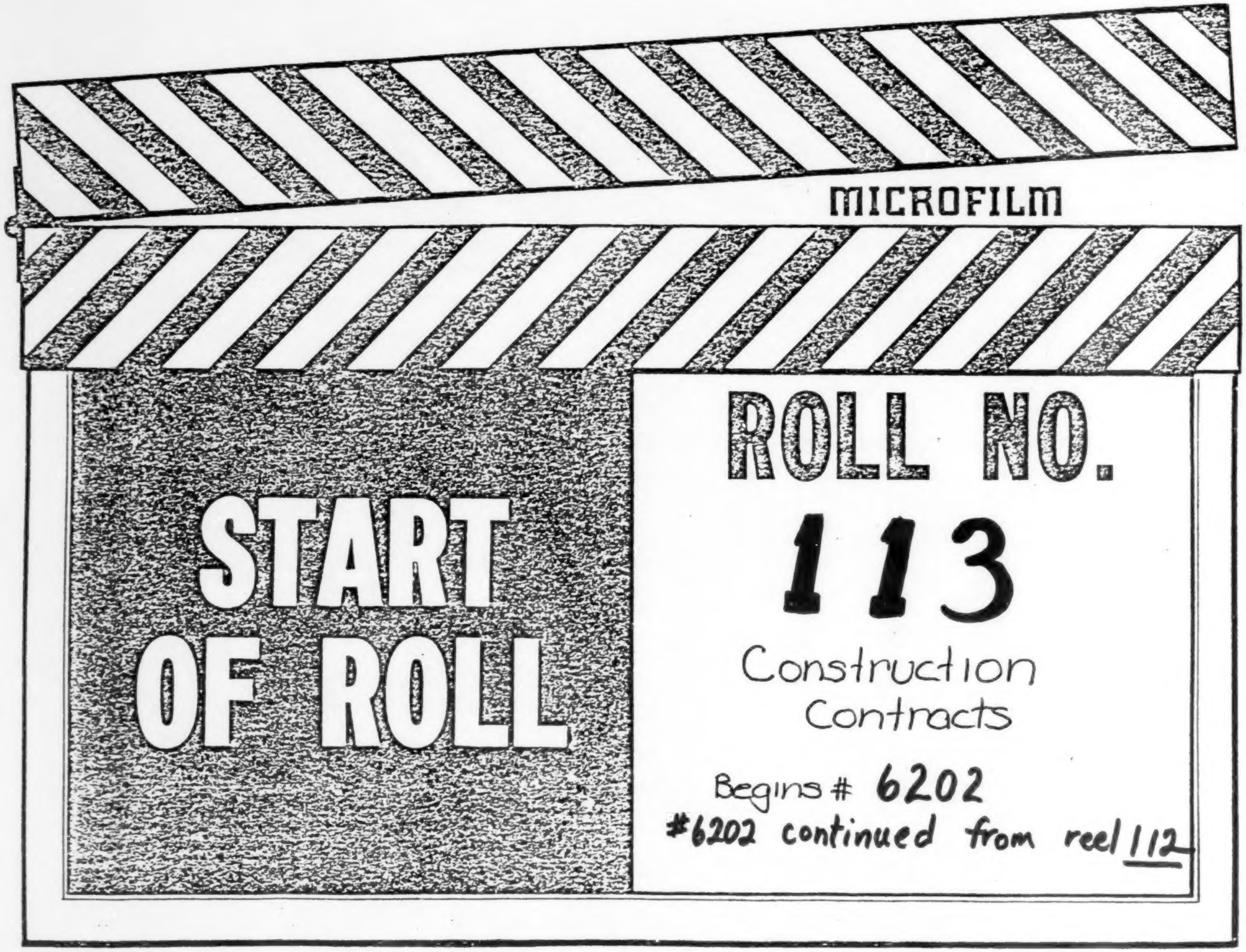

MICROFILM

START OF ROLL

ROLL NO.

113

Construction Contracts

Begins # 6202

#6202 continued from reel 112

I-5-1(38) Illumin. Instal. on Barnett 1962
28 Rd. Interch., Pacific Hwy.
#6202 in Medford

Agreements –
Cx A 2546

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AUG 20 1963
FOR FILING

I-5-1(38)28

6202

August 19, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 13 on Contract No. 6202. The contract was with the Steeck Electric Company for work on the Barnett Road Interchange Illumination on the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 19, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

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FEB 19 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-5-1 (38) 2-8

6202

February 18, 1963

Mr. A. W. Parsons
Bureau of Public Roads
477 Cottage NE
Salem, Oregon

Dear Sir:

Steeck Electric Co. started work on Contract #6202, F. A. Project No. I-5-1(38)28, 12th St.-N. Ashland Interchange Section, Barnett Road Interchange Illum. Pacific Highway in Jackson County, on February 14, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:al

CC: ✓ Floyd Query
D. G. Parkes
L. H. Young
C. H. Maison

NOTED
FLOYD QUERY

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DEC 21 1962
FOR FILING

I-5-1 (38) 28
6202

December 21, 1962

Madson and Stokes
326 S. E. Lane Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on December 18, 1962, received bids for illumination installation on Barnett Road Interchange on the Pacific Highway in Jackson County. Two identical low bids in the amount of $10,975.00 were received for this project, yours and that of Steeck Electric Company.

The awarding of this contract was made by the flip of a coin yesterday at the Oregon State Highway Commission meeting, and Steeck Electric Company was awarded the contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

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DEC 27 1962
FOR FILING

I-5-1(38)28
6202

477 Cottage Street, N.E.
Salem, Oregon

December 20, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(38)28
12th St.-North Ashland Section
Barnett Road Interchange
Illumination

As requested in Mr. Hardie's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6202 to Steeck Electric Company of Medford, Oregon, one of the two bidders who each submitted the identical low bid of $10,975.00 at the December 18, 1962 bid opening, and where winner of the contract was determined by the flip of a coin.

NOTED
LLOYD P. SHAW

NOTED
R. L. PORTER

original To Young
12-26-62

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FOR FILING

I-5-1(38)28

H6202-1

September 26, 1962

679

Mr. Robert A. Duff
City Manager
City of Medford
Medford, Oregon

Dear Mr. Duff:

Re: Illumination
Barnett Road Interchange
Medford

Reference is made to your letter of September 25 addressed to Mr. Cooper. The opening of the Barnett Road Interchange to traffic will depend considerably upon weather conditions. Our best estimate now of the opening of the freeway through Medford, and the Barnett Road Interchange, is December 1.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

bc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. B. Crandall

OFFICE OF
THE CITY MANAGER

CITY OF MEDFORD
MEDFORD, OREGON

September 25, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Cooper:

On September 20, 1962, you asked if the City of Medford would provide illumination along Barnett Road from the interchange into the City of Medford's street light grid.

The City is presently planning this installation and will provide lineal illumination on Barnett Road from the intersection of the south-bound off ramp to South Riverside Avenue which is U.S. 99 and the beginning of the City's street light system.

In order to coordinate our planning on this project we would appreciate knowing approximately when this interchange might be opened.

Very truly yours,

ROBERT A. DUFF
City Manager

RAD:ds

cc: Vern Thorpe,
P. W. Director

RECEIVED
SEP 26 1962
OREGON
STATE HIGHWAY COMMISSION

(2)

September 20, 1962

Mr. Robert A. Duff
City Manager
City Hall
Medford, Oregon

Dear Mr. Duff:

We have recently been advised that the Bureau of Public Roads will participate in an illumination project at the Barnett Road Interchange, subject to the condition that the City of Medford will undertake the installation of lineal illumination along Barnett Road from the interchange into the City of Medford's lighted street grid.

The installation of this lineal illumination along Barnett Road was discussed in the past with you, both verbally and via correspondence. Would you please let us know definitely what the City's intention is with respect to the installation of lineal illumination on Barnett Road between the Barnett Road Interchange and the existing lighting on the City's street. This information will be necessary before we can take any action on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

NOTED
TOM EDWARDS

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
L. R. Chandler
G. L. Clark

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FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

August 31, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Federal-aid Interstate Program

As requested by your August 9, 1962 letter the project listed below of the captioned program was approved by our Regional office effective August 28, 1962.

Item	Project	Location	Work
247	I-5-1(38)28	Barnett Road	Illumination

The comments made by the Regional office are as follows:

> "Approval of this project is subject to the condition that the City of Medford will undertake to provide lineal lighting along Barnett Road and to establish continuous lighting into the city's lighted grid concurrently with this project in order that both improvements may be placed in service at approximately the same time."

This action which provides illumination of Barnett Road at an estimated cost of $16,000, of which the Federal funds reserved are $14,500, leaves an unprogramed balance of $1,997,570 according to our records of this date.

original To Young
9-5-62

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[illegible]

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
August 15, 1962

Agenda Item 4-i

Mr. H.S. Cox
County & City Relations Engineer
Office

Illumination Agreement
City of Medford

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Medford covering illumination installation on the Seven Oaks-Jackson Street Section of the Pacific Highway in the City of Medford.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Medford.

Secretary

rn
Attach: 1

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FOR FILING

August 9, 1962

Mr. Alfred W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

We have recently submitted to your office material having to do with the illumination project at the Barnett Road Interchange. This material included data concerning justification for this project. Subsequently, approval was deferred on this project on the basis that there had been insufficient justification data.

The lighting at the Barnett Road Interchange is justified for several reasons, as listed under the warrants contained in "An Informational Guide for Lighting Controlled Access Highways". This interchange is the main access point into the city of Medford for northbound traffic on the Interstate line. The current traffic volumes, based on our 1960 estimate for the Interstate Study, are as follows:

Northbound off-ramp	1,685 vehicles
Northbound on-ramp	420 vehicles
Southbound off-ramp	425 vehicles
Southbound on-ramp	1,685 vehicles

The Bureau of Public Roads Instructional Memorandum 40-2-60 indicates on page 2, Case "H":

> "Partial Interchange lighting (one or a few luminaires located in the vicinity of freeway nose and gore) is considered to be warranted where the total ADT current ramp traffic entering or leaving the freeway within the interchange area exceeds 5,000 under urban conditions or 2,000 under rural conditions."

The current total ramp traffic entering or leaving the freeway within the Barnett Road Interchange area is 4,215 vehicles. This total volume closely proximates the 5,000 vehicles required under urban conditions. Even though this interchange is within the city limits of Medford, its appearance to the driver, in so far as the geographical surroundings are concerned, will be rural in nature. For this reason, it is felt that this interchange should be considered as justified for illumination, since there will be in excess of 4,000 vehicles entering or leaving the freeway within the confines of what will apparently be a rural interchange.

The State has requested the City of Medford to finance the operation of all of the proposed interchange illumination and, in addition, to install lineal lighting on Barnett Road between the easterly ramp terminal intersection and the existing alignment of US99. This would provide a continuously illuminated path at night into the City's lighted street grid.

The City of Medford agreed to assume the cost of operation for the interchange illumination. We have reason to expect that the City will also install the lineal illumination as requested on Barnett Road proper. Based on this premise, it is felt that partial interchange lighting may be considered to be warranted under Case "E" shown on page 11 of the informational guide, which states as follows:

> "Complete or partial interchange lighting is considered to be warranted where the local governmental agency finds sufficient benefit in the forms of convenience, safety, policing, community promotion, public relations, etc., to pay an appreciable percentage of the cost of or wholly finance the installation, maintenance, and operation of the lighting facilities."

It is realized that the above-mentioned informational memorandum also stated that the installation of lighting is particularly well suited to stage construction principles and that each lighting project should be reviewed most critically. It is our opinion that this interchange will be one of the main access points for this major city in the Southern Oregon area. Related to the fact that this interchange is a major access point into the City of Medford is the fact that there do occur extended periods of extremely dense fog at this location. The illumination proposed at this interchange would provide safe vehicular operation through the interchange during these periods of dense fog. For this reason and for the reasons mentioned above, it seems inappropriate to defer action on installing interchange illumination. The tangible and intangible benefits that would be available to the nighttime driver on the interstate route, particularly the out-of-state driver unfamiliar with the surrounding conditions, are great enough that illumination should be considered as a portion of the work to be done at the present time.

We respectfully request your reconsideration for approval of this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. H. Young

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[illegible] 1962
FOR FILING

FORM E-[illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible], MEMBER
WALDO[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July [illegible], 19[illegible]

[illegible]
[illegible]
[illegible]
[illegible]
[illegible], Oregon

Dear Sir:

[illegible] to your office material [illegible] project at the [illegible] with concerning justification [illegible] deferred on this project [illegible] insufficient justification [illegible].

[illegible] Interchange is justified [illegible] contained [illegible] into the city of [illegible]. The [illegible] Interchange [illegible]:

[illegible]	[illegible] vehicles
[illegible]	[illegible] vehicles
[illegible]	[illegible] vehicles
[illegible]	1,[illegible] vehicles

The [illegible] Instructional [illegible] 10-2-[illegible] [illegible]:

"[illegible]"

NOTED
TOM EDWARDS

The current total ramp traffic entering or leaving the freeway within the [illegible] Road interchange area is [illegible] vehicles. This total volume closely approximates the [illegible] vehicles required under urban conditions. Even though this interchange is within the city limits of [illegible], the surroundings to the driver, in so far as the geographical surroundings are concerned, will be rural in nature. For this reason, it is felt that this interchange should be considered as justified for illumination, since there will be in excess of [illegible] vehicles entering or leaving the freeway within the confines of what will apparently be a rural interchange.

The State has requested the City of [illegible] to finance the operation of all of the proposed interchange illumination and, in addition, to install local lighting on [illegible] Road between the easterly ramp terminal intersection and the existing alignment of [illegible]. This would provide a continuously illuminated path at night into the City's lighted street path.

The City of [illegible] agrees to finance the cost of operation for the interchange illumination. We have reason to expect that the city will also install the street lighting as requested on [illegible] Road [illegible]. [illegible], it is felt that partial interchange lighting may be considered to be warranted under Case "B" shown on page [illegible] of the [illegible] guide, which states as follows:

> "Complete or partial interchange lighting is considered to be warranted where the local governmental agency finds sufficient benefit in the form of convenience, safety, policing, [illegible], public relations, etc., to pay an appropriate percentage of the cost of or wholly finance the installation, maintenance, and operation of the lighting facilities."

It is realized that the above-mentioned informational memorandum also stated that the installation of lighting is particularly well suited to stage construction techniques and that such lighting projects should be evaluated most critically. It is our opinion that this interchange will be one of the main access points for this major city in the [illegible] area. For this reason and for the reasons mentioned above, it seems highly desirable to [illegible] in installing interchange illumination. The tangible and intangible benefits that would be afforded to the nighttime driver on the Interstate route, particularly the out-of-state driver unfamiliar with the surrounding

Mr. Alfred [illegible] - 3
July 31, 1962

conditions, [illegible] that [illegible] should be considered as a portion of the work to be done at the present time.

We respectfully request your reconsideration for approval of this project.

Very truly yours,

Original signed
Forrest Cooper
Forrest Cooper
State Highway Engineer

cc G. S. Paxson
Tom Edwards ✓
Victor D. Wolfe
F. B. Crandall
L. H. Young

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I-5-1 (18) [illegible]

[illegible]

July 31, 1962

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Y

Oregon State Highway Commission

Gentlemen:

On the agenda for the August 9 Highway Commission meeting there will be the matter of entering into an agreement with the City of Medford, which will cover illumination at the Crater Lake and Barnett Road Interchanges on Interstate Route 5. The agreement calls for the State to take care of necessary construction and maintain the luminaire units, and the City to pay for the necessary electrical energy.

I recommend that this matter have your favorable consideration and that the Secretary be authorized to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
H. S. Cox
F. B. Crandall

RLP:ajw hlb

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FOR FILING

I-5-1(38) [illegible]

[illegible]

July 30, 1962

Mr. Robert A. Duff
City Manager
Medford City Hall
Medford, Oregon

579

Dear Mr. Duff:

During a recent conference, Mr. L. R. Chandler, Division Engineer, discussed illumination, both at the Crater Lake and Barnett Road Interchanges. A recent letter directed to you from this office has answered your questions concerning the lighting at the Crater Lake Interchange.

It is our feeling that the curvature on the "D" and "F" lines at the Barnett Road Interchange is great enough to eliminate all but a momentary experience of glare. For these reasons, we cannot justify the expenditure of funds to install illumination. Some screen planting may be in order.

Illumination was also requested at the intersection of the southbound off-ramp and Barnett Road. Lighting has not been proposed for this ramp terminal, since the turning movements involved at this location are relatively minor in magnitude. It is our opinion that lineal illumination should be installed on Barnett Road from the northbound ramp terminal westerly to the intersection of US99 and Barnett Road. This lineal illumination, since it is on a city street, is the responsibility of the City, both for the initial cost and for future maintenance and power consumption. This lineal illumination would automatically include illumination for the northbound ramp terminal intersection.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
L. R. Chandler
G. L. Clark

LEO:mgm jw

FORM E-20 SOM 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 11, 1962

SUBJECT: Illumination
Barnett Road Interchange
Medford

To: Mr. Tom Edwards
Assistant State Highway Engineer
Salem, Oregon

As instructed by yourself recently, I contacted Mr. Robert Duff, City Manager of Medford, last week about the changes in the lighting at the Crater Lake and Barnett Road Interchanges and about which Mr. Duff and Mr. Thorpe had contacted yourself. Mr. Norton accompanied me. We found that the City is generally satisfied with the interchange illumination at Crater Lake except at the intersection of the "B", "A", and "A-1" lines with Barnett Road. They feel that this area will be too dark for the amount of traffic which flows through it. They requested an additional light on the easterly side of Barnett Road at Station BR16+40 and also two lights on one pole at the intersection of the "B" and "A-1" lines at approximate Station 24+50. These areas and the ones of Barnett Road requested are circled on the enclosed drawings.

At the Barnett Road Interchange, they requested more lighting at the intersection of the "G" and "B" lines west of the Pacific Highway undercrossing of Barnett Road. They also feel that the southbound off-ramp (G line), and the intersection of the "G" and "B" lines should be illuminated. They expressed concern about possible glare from opposing vehicles where the "C" and "D" lines and the "F" and "G" lines come tangent to each other. These areas are also shown in red.

They stated that their plans for lighting Barnett Road extended up to but not into the intersection of the "G" line and Barnett Road. Also, that they intended to "beef up" surfacing of Barnett Road and that there was also a possibility that they would widen the right of way between the freeway and 99. They are also ready to at any time, or as soon as the contract can be let, install a stop light

Crandall
1cd

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TRAFFIC ENGINEERING

at the intersection of Barnett Road and US99. They have plans for opening up Barnett Road south of Highway 99 to a point where the extension will connect with an existing street.

L R Chandler
L. R. Chandler
Division Engineer

LRC:ds
encl.

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OREGON
STATE HIGHWAY COMMISSION

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
July 3, 1962

SUBJECT: Illumination

Barnett Road Interchange
Medford

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

On the above you indicated you wished to turn this over to the division office for handling with Mr. Duff. I am attaching two prints of the plans from the aborted contract which gives the picture of what was initially intended. – 1 [illegible] to [illegible]

I refer you to attached copy of Bureau letter of June 7 date which is very definitely in the negative as far as their participation in this Barnett Road illumination. They indicate that the lighting project is suited to stage development and possible future approval is predicated on:

1. That the city at its own expense install illumination along Barnett Road approach to the interchange.

2. With one above as prerequisite, the city participate in the cost of illumination of the interchange proper.

In light of the above, it would appear that the only possibility of any illumination project getting off the ground would be to set up composite project inclusive of Barnett Road and interchange lighting with a 50-50 split between State and City on the capital installation and in addition the city committed to care for power consumption.

F. B. Crandall
F. B. Crandall
Traffic Engineer

FBC:tm
Attachments

RECEIVED
JUL 3 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

DATE June 7, 1962

TO Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Young

FROM C. G. Polk, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
Acting Division Engineer

SUBJECT Oregon Federal-aid Interstate Program

The addition of Items 247 to 252 inclusive to the above program was requested in Mr. Young's letter of May 15. The following Stage 2 projects in this submission were approved by our Regional office effective June 4, 1962:

Item	Project	Location	Proposed Work
249	I-105-4(107)196	Willamette R.-Coburg Rd.	Grading
250	I-80N-5(7)166	Boardman East	Signing
251	I-5-6(35)303	Interchange of I-5 & 80N	Lighting

This approval provides for construction on 2.29 miles of highway at a total estimated cost of $532,500 with Federal funds requested in the amount of $479,500. This action leaves an unprogramed balance of $15,656,126 according to our records of this date. All work shall conform to the requirements of PPM 20-4 and the Interstate Sign Manual. Items 247, 248 and 252 were deferred.

Items 247 and 248 propose lighting of the Barnett Road interchange and lineal illumination of a 2-1/2 mile section of FAI-5. The justification for these projects was apparently submitted in Mr. Edwards' May 21 letter transmitting review plans for this work rather than in the program submission.

In regard to item 247, it appears that current ramp traffic (Case E) on the Barnett Road interchange is under 5,000 ADT. Under Case "E", the lighting of approach is based on the assumption that the city will comply with the State's request that lineal lighting be installed on the western approach to the interchange area. Case "E" requires local participation in the cost of installation. None is indicated on Form PR-1.

The justification material for Item 248 does not indicate that all active streets in the area traversed by FAI 5 are lighted. In the absence of this information and our general knowledge of the area, we believe that lighting of this section is not qualified for use of Federal-aid funds as indicated in Item 2 of IM [illegible].

NOTED
R. L. PORTER

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OFFICE OF
STATE HIGHWAY ENGINEER

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TRAFFIC ENGINEERING

(more)

In addition, the above two projects are suited to stage development. If the city provides illumination for connecting or adjacent streets and participates in the cost of the proposed lighting, these projects may become justified at a later date.

Our Regional Office comments concerning Items 249 and 232 are as follows:

"It is noted that Item 249 involves construction within the Eugene area, where a transportation plan has recently been completed. It is understood that the project proposed under Item 249 meets the master plan recommendation which will be part of the final report of the Eugene-Springfield Urban Area Study. It would be appropriate in the future to have a comment to this effect from the State Highway Department at the time that program request is initiated.

"Item 232 involves preliminary engineering on the so-called Laurelhurst Freeway from the State line at the Columbia River to Lake Road. This entire proposed project is within the limits of the survey area of the Portland-Vancouver Metropolitan Transportation Study. A recent resolution adopted by the Coordinating Committee stated:

> Be it resolved: All agencies be urged to delay wherever possible action intended or likely to tie down or commit an agency to a major transportation facility without full use of study data, projections, and evaluations in order that maximum use be made of the findings and projections of the transportation study.

"The resolution was concurred in by members of the State Highway Department who serve on the Coordinating Committee. This study is jointly financed with State, Federal and local funds. It is important that the findings be incorporated involving highway developments in the Portland area. On this basis program action on this Item 232 is deferred pending a statement from the Highway Department in regard to coordination of this preliminary engineering project with the findings of the transportation study."

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JUN 15 1962
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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 21, 1962

SUBJECT: Illumination
Barnett Road Interchange
I5
Medford

To:

MEMO TO FILE

I called Mr. Robert Duff, City Manager, Medford, on June 19, and advised that if the City did not pick up the tab for paying electrical energy at Barnett Road and Crater Lake Road at their Council Meeting on Thursday, June 21, the State would pull the lighting for the Barnett Road Interchange.

Mr. Duff stated he was discussing this matter with his Committee at Noon, Thursday, and he thought they would go along with him.

In checking with the Bureau on why they turned down the Barnett Road lighting it was found out that inasmuch as the warrants were marginal and not conclusive, the Regional Office rejected the recommendation of the Oregon Division. We knew they were going to turn down the lineal lighting, Another memo will follow.

J. Al. Head
Assistant Traffic Engineer

NOTED
TOM EDWARDS

JAH:njc

cc: Tom Edwards

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JUN 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

JUN 20 1962

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Oregon
June 19, 1962

SUBJECT: Preparation of State-City Agreement
Proposed Illumination Installation
Pacific Hwy. at Crater Lake & Barnett
Road Interchanges - Medford

To: L. I. Lindas
Chief Counsel
OFFICE

On May 25, 1962, the contract was let for the installation of luminaire units at the Crater Lake Interchange on the Pacific Highway in the city of Medford. Within a short time it is proposed to let a contract for a similar installation of luminaire units at the Barnett Road Interchange on the Pacific Highway in the same city. The City of Medford is to pay the cost of power consumed by these two luminaire installations. Will you please prepare the necessary State-City agreement.

In the way of material to be used, I offer the following:

1. The highway involved is the Pacific Highway, No. 1 (1S).
2. The locations involved are the Crater Lake Hwy. and Barnett Road Interchanges.
3. It is planned to install mercury-vapor luminaire units at these two interchanges in accordance with plans which will be furnished you. As is mentioned above, the Crater Lake Interchange project has been let to contract.
4. The State shall make the installation and pay for all cost thereof.
5. The State shall maintain the installation after the projects are completed.
6. The City shall assume the cost of the power consumed by these installations.

It is desired that this agreement be completed as early as possible. The next meeting of the City Council of Medford is Tuesday, June 26. If after preparation you will submit the agreements to this office, we will check them and care for further processing.

Al Head
Al. Head
Assistant Traffic Engineer

OFFICE OF
ENGINEER

VPJ:pk
cc: ~~Tom Edwards~~
M. S. Cox

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

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JUN 14 1962
FOR FILING

Salem, Oregon
June 13, 1962

Co-operative City Projects

Mr. Tom Edwards
Assistant State Highway Engineer
OFFICE

We have under contract the illumination of the Crater Lake Interchange and have advertised the Barnett Road Interchange illumination. These were done on the basis of the letter from the City Manager of Medford indicating that the City would bear the cost of operation and maintenance, including the furnishing of power.

We are now advised by 'phone that the City Council has reversed Mr. Duff and will not go through with his arrangement. This is going to be rather embarrassing, as the illumination was justified with the Bureau of Public Roads because the City was to have illuminated portions of city streets leading from these interchanges.

I believe we should make it a fixed policy not to advertise any of these projects until we have a signed agreement with the city.

G. S. Paxson
Deputy State Highway Engineer

[illegible]
cc Mr. Forrest Cooper
Mr. F. B. Crandall

FORM E-90X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 12, 1962

SUBJECT: Illumination
Crater Lake & Barnett Rd. Interch.
I5
Medford

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

Mr. Duff, City Manager, Medford, called Mr. Head on June 8 with regard to the illumination at the subject locations. He indicated that notwithstanding his previous indication by letter that the City would care for power consumption on this illumination, his City Council presumably, at their meeting of June 7, would not approve the City's caring for the power consumption.

The purpose of Mr. Duff's call was to say that "it was a bad night at the Council Meeting" and that he is going to re-present the matter to them at their next meeting, which I believe will be June 21, and was confident that they would reconsider and approve.

We had to "press" a bit in the first instance on the matter of warrant for illumination at these two interchanges,and they were finally okayed on the basis of the City's indications that they, at their own expense, were going to put in lineal illumination along the connecting legs between the interchange proper and US99. Also, there has been the presumed desire on the part of the City to have the two principal accesses to the city from the freeway illuminated. We have this arrangement on illumination pretty well established within the cities — Portland is picking up the tab for power consumption on all freeway lighting within the City and Eugene is doing likewise.

The Crater Lake illumination was let to contract on May 23 and the Barnett Road job is scheduled for letting on June 27. We can't do too much about the Crater Lake job at this stage, however, with respect to Barnett Road I suggest that Mr. Duff be contacted prior to the next Council meeting and that it be indicated to him that if the City does not see fit to reconsider this matter to commit to care for power consumption, that the job will be "pulled".

FBC:njc
cc: Forrest Cooper
G. S. Paxson
V. D. Wolfe
L. R. Chandler
L. E. George

F. B. Crandall
Traffic Engineer

RECEIVED
JUN 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1962
FOR FILING

May 23, 1962

Mr. Robert A. Duff
City Manager
City Hall
Medford, Oregon

See # 6096

Dear Sir:

I wish to acknowledge your letter of May 14, which was in response to mine of April 26, advising that the City would participate in the illumination of the interchange on Interstate 5 with the Crater Lake Highway and Barnett Road in the northerly and southerly portion of your city. We are pleased to know that the City will assume the responsibility of power costs for the luminaires.

I am sorry to hear, however, that you do not feel that you can participate in paying the power consumption for the lineal section between the two subject interchanges. I am nevertheless forwarding to you a copy of the proposed plan of lineal illumination for your review and file, and wish to advise that unless the City of Medford is willing to assume the cost of power consumption for these luminaires, the State Highway Department will proceed no further with respect to explorations for lineal illumination for this section of highway.

We are also most gratified that you are making plans locally to illuminate the Crater Lake Highway and Barnett Road between Interstate 5 and the existing routing and US99.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
C. H. Watson
L. R. Chandler

JAH:mp jw

OFFICE OF
THE CITY MANAGER

CITY OF MEDFORD
MEDF[illegible], OREGON

May 14, 1962

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Tom:

Relative to your letter of April 26, 1962, in regard to the City participating in the illumination of Interstate 5 interchanges in the City of Medford, the City will pay the power costs for these luminaires.

We will object, however, to paying the lineal lighting of the Freeway through the City. We believe the lighting on Interstate 5 should be a State expense as the traffic using this section of the Freeway is certainly not local. This is a different proposition than U. S. 99 that traverses the City, in that instance local traffic co-mingles with the thru traffic and the City has responsibilities for the local pedestrians and vehicles.

We are developing plans for the lighting of Crater Lake Highway from the interchange to the Big Y intersection. Planning also will be started on the Barnett Road section.

Very truly yours,

ROBERT A. DUFF
City Manager

NOTED
J. AL HEAD

RAD:ds

RECEIVED
MAY 15 1962
OREGON
STATE HIGHWAY [illegible]

RECEIVED
[illegible] 1962
FOR FILING

May 21, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Attached are two copies of proposed lineal illumination plans involving mercury vapor illumination for Interstate 5 between the Crater Lake Interchange and the Barnett Road Interchange. This proposed plan also shows mercury vapor illumination for the Barnett Road Interchange proper. With respect to the lighting shown on the interchange, it is felt that this lighting is justified for several reasons listed under the warrants contained in "An Informational Guide for Lighting Controlled Access Highways."

As you know, this interchange is the main access point into the City of Medford for northbound traffic on the interstate line. The traffic volumes, particularly on the northbound off-ramp and to a lesser degree on the southbound off-ramp, closely approximate the volume warrant listed under Case "H". Case "H" reads as follows: "..Partial interchange lighting (one or a few luminaires located in the vicinity of freeway nose and gore) is considered to be warranted where the total ADT current ramp traffic entering or leaving the freeway within the interchange area exceed 5,000 under urban conditions or 2,000 under rural conditions.." As may be seen from the traffic volumes shown on the attachments, the volume warrants are very closely approached.

It is the opinion of the Department that this interchange definitely meets the illumination warrants listed under Case "E", which are as follows: "..Complete interchange lighting on unlighted freeways is considered to be warranted at locations where existing substantial commercial or industrial development which is lighted during hours of darkness is located in the immediate vicinity of the interchange or where the crossroad approach legs are lighted for ½ mile or more on each side of the interchange.."

The State is requesting the City of Medford to finance the maintenance and the operation of all of the proposed illumination facilities and, in addition, to install lineal lighting on Barnett Road between U.S. 99 and I-5. Based on the assumption that the City of Medford will take positive action on these recommendations, the illumination of Barnett Road Interchange would be warranted under Case "E", which reads as follows: "..Complete or partial interchange lighting is considered to be warranted where the local governmental agency finds sufficient benefit in the forms of convenience, safety, policing, community promotion, public relations, etc., to pay an appreciable percentage of the cost of or wholly finance the installation, maintenance and operation of the lighting facilities.."

The continuous illumination shown between the Barnett Road Interchange and the Crater Lake Interchange is warranted on the basis of Case "A", (a), (b), and (c): "..Continuous freeway lighting is considered to warranted where for a length of two or more miles it passes through a substantially developed suburban or urban area in which two or more of the following conditions exist: (a) local traffic operates on a reasonably complete street grid having some form of street lighting, parts of which are visible from the freeway; (b) the freeway passes through a series of developments such as residential, commercial, industrial and civic areas, colleges, parks, terminals, etc., which include roads, streets and parking areas, yards, etc., that are lighted; (c) separated cross streets both with and without connecting ramps, occur with an average spacing of ½ mile or less, some of which are lighted as part of the local street system;.."

Lineal illumination is also warranted under Case "D", which reads as follows: "..Continuous freeway lighting is considered to be warranted where the local governmental agency finds sufficient benefit in the forms of convenience, safety, policing, community promotion, public relations, etc., to pay an appreciable percentage of the cost of or wholly finance the installation, maintenance and operation of the lighting facilities.."

There are also attached construction sheets showing the profile of the grade lines for the interchange area. These may be used to correlate the vertical alignment of the ramps and the crossroad with our proposed interchange illumination.

We are contemplating taking bids on the Barnett Road Interchange lighting project on June 27 and on the lineal lighting at the September bid opening. This timing will be such that the interchange illumination will be available for use simultaneously with the opening of the interstate line to Barnett Road.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
L. H. Young

LEG:mgm jw

1962

FORM ... 11-61

FOR

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Oregon

May 14, 62

SUBJECT: Programming of Illumination Installation
Barnett Road Interchange-Crater Lake Section
I-5

To:

L. H. Young
Office Engineer
BUILDING

Attention: J. W. Nash

There is currently in the planning stages a lineal illumination project covering the above mentioned section of I-5. At the Barnett Road Interchange the proposed illumination would provide adequate lighting for the north and southbound deceleration lanes. It would also provide a minimum amount of lighting for the north and southbound acceleration lanes. Since this interchange will be the main access into Medford for northbound traffic on Interstate Route 5, we are also proposing continuous illumination on the northbound off-ramp from the gore point on I-5 to the ramp terminal at its intersection with Barnett Road.

The estimated cost of this illumination installation is $16,000 for lighting the Barnett Road Interchange and $75,000 for the lineal lighting between Crater Lake Interchange and Barnett Road Interchange. Would you please take the necessary action to have these projects programmed in order that the Barnett Road Interchange lighting might be let to contract at the June 27, 1962 bid opening and the lineal lighting at the September 19, 1962, bid opening. There is attached a plan showing the location and the limits of this proposed lighting project.

It should be mentioned that material has been transmitted to the Bureau Office for their preliminary approval of this project. A portion of this material included justification for this project, as shown on the attached letter.

F. B. CRANDALL

NOTED
TOM EDWARDS

F. B. Crandall
Traffic Engineer

LBG:mgm
Attachment
cc: Tom Edwards

RECEIVED
OF
ENGINEER

PR 27 1962
FOR FILING

April 26, 1962

Mr. Robert A. Duff
City Manager
City Hall
Medford, Oregon

Dear Mr. Duff:

I am attaching hereto a print showing the proposed mercury vapor illumination at the Crater Lake Interchange on I-5. As discussed with you by Mr. J. Al. Head, Assistant Traffic Engineer on April 23, the Department has been requesting cities to assume responsibility for power consumption when such installations are within their corporate limits.

The State, in participation with the Federal Government, will pay the initial installation cost but it is our desire to have the responsibility for power consumption rest with the City. It would be appreciated if you could advise us what attitude the City has with respect to the matter. We will also illuminate the Barnett Road Interchange and will request that the City assume responsibility for the consumption of electrical energy at this location also.

No decision has been reached as to whether the lineal section of I-5 between Crater Lake and Barnett Road Interchanges will be illuminated or not. We are giving it study and it is possible, on the basis of need to eliminate conflict of background light, that justification might be developed.

We propose at this writing to take bids on the illumination at the Crater Lake Interchange on May 23. A response from you concerning the acceptance of power costs prior to that date would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
C. E. Maison
L. R. Chandler

JAH:tm/TE:jw

FORM E-30 80M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
April 24, 62

SUBJECT: Illumination
Crater Lake and Barnett Road Interchanges
Interstate 5 - Medford

To:
Tom Edwards
Asst. Highway Engineer
BUILDING

I hand you herewith a Suggested Draft to Mr. Duff requesting the city of Medford to assume the responsibility for maintenance and power consumption at the two subject interchanges. You will also note that I made reference to lineal illumination without committing us one way or the other. Mr. Crandall has the "boys in the back room" studying this but they have not come up with any thoughts.

The basic purpose of this cover letter is to advise that in Eugene, Grants Pass, Corvallis and Pendleton we had negotiated agreements on the city not only picking up the tab for power consumption but maintaining luminaire units. In Portland they "out maneuvered" us and we are taking care of the maintenance. There is some justification for us maintaining the Interstate system as the city feels that there equipment has no place on these high speed urban freeways re-lamping the lights and the like. This is basically the grounds on which we assumed maintenance. In discussing this subject with Mr. Duff this morning on the telephone, I brought out that we wanted them to assume responsibility for maintenance and power consumption. I also advised him of our actions in Portland when he started asking questions. It is entirely possible that Medford may want to adopt the Portland proposal on the assumption that we will get into a lineally illuminated section in Medford at some future date. I suggest we forward the letter as written to the city and see if they accept or make a counter proposal.

J. Al. Head
J. Al. Head
Asst. Traffic Engineer

JAH:tm
attachment

RECEIVED
APR 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-3(18) Memaloose Safety Rest Area, 1962
70 Columbia River Hwy.
#6203

C4A
2573

477 Cottage Street, NE
Salem, Oregon 97301

[illegible] (18) 70

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
L. R. Backlund
Admin. Manager

May 27, 1965

08-35.5

6203

A. W. Parsons, Division Engineer
Salem, Oregon

By:
L. R. Backlund
Administrative Manager

Audit Report No. 13, Item I
L. N. Young's memorandum - 5/19/65

We have reviewed the salvage value established for material stockpiled submitted with Mr. Young's above referenced letter. Our comments are as follows:

I-5-[illegible](37)12, Contract [illegible], Type 1 fence, 640 feet

Salvage value of $28.00 for 640' of Type 1 fence computes a value of .72/rod as compared to average bid price of 6.20/rod. The 10% value assigned to the wire indicates it was not worth salvaging. It is felt that additional support is in order to substantiate this low value. The cost to salvage this wire was $116.37.

I-5-[illegible]([illegible])16, Contract 6172, [illegible]' guard rail, 21 guide posts

The salvage value assigned is acceptable.

I-5-1([illegible])12, Contract 6170, 120' culvert pipe

The salvage value of $60.00 is reasonable.

I-5-3([illegible])148, Contract 6122, 60' culvert pipe, 375' guard rail

Salvage value for culvert pipe is reasonable.

Sixteen cents (16¢) lineal foot for salvaged guard rail is low if guard rail was worth salvaging. Usually guard rail is not salvaged unless in good condition. Additional support should be furnished for this low value. Please note that a value of 95¢ for guard rail was assigned on Contract 6172.

I-[illegible]-3(18)70, Contract 6203, 352 guide posts

The value assigned is acceptable.

Please furnish additional information on the items questioned.

[illegible] -1-65

RECEIVED
NOV 30 1964
FOR FILING

STATE COPY

Monthly transaction number 12-7	Form -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project report number I 80N-3(11)70	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 11-19-64	County **Wasco**
		Project number **I-80N-3(18)70**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 1**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project	$ **90,160.45**
Revised Federal funds	$ **82,325.27**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **19** day of **November**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons
Division Engineer

By: L R Backlund
L. R. Backlund, Administrative Mgr.

USComm-DC 11170

RECEIVED
FEB 7 1963
FOR FILING

6203

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	PR-2 6-61)	STATE Oregon
PROGRESS REPORT NO.	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	COUNTY Wasco
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	PROJECT NO. I-80N-3(18)70

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 30, Memoloose Rest Area, 2 mi. E. Mosier

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-62	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 86,495.00	$ 79,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd A. Shaw
ASST. State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L R Backlund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer February 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(18)70

MEMALOOSE SAFETY REST AREA ON THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 14, 1963

Type Code X021
Safety Rest Area (Sta. 1570+00 to Sta. 2254+00)(Contract 6203)

Clearing, Trimming and Grubbing	All	Required		$ 3,950.00
Tractor and Dozer	24	hours	$ 22.00	528.00
Furnish and Place Topsoil	780	cu.yds.	2.60	2,028.00
4-foot Chain-Link Fence	500	lin.ft.	1.90	950.00
3/4"-0 Material in Foundation Course	280	cu.yds.	6.00	1,680.00
Sprinkling	8	M-gal.	5.00	40.00
Class "C" Asphaltic Concrete	140	tons	18.00	2,520.00
Preparation of Soil and Seeding	1	acre	300.00	300.00
Furnish and Plant Bearberry Vines	2,100	only	0.65	1,365.00
Toilet Buildings	2	only	8,200.00	16,400.00
Extra Concrete	3	cu.yds.	70.00	210.00
Pump House	All	Required		1,550.00
Pumping Installation	All	Required		2,335.00
2½-inch Galvanized Steel Pipe Line	910	lin.ft.	1.40	1,274.00
2-inch Galvanized Steel Pipe Line	2,425	lin.ft.	1.50	3,637.50
1-1/2 inch Galvanized Steel Pipe Line	155	lin.ft.	2.20	341.00
1-inch Galvanized Steel Pipe Line	880	lin.ft.	1.80	1,584.00
3/4-inch Galvanized Steel Pipe Line	335	lin.ft.	1.50	502.50
1/2-inch Galvanized Steel Pipe Line	60	lin.ft.	1.30	78.00
8-inch Perforated Pipe Drain	475	lin.ft.	4.20	1,995.00
6-inch Perforated Pipe Drain	475	lin.ft.	4.30	2,042.50
Septic Tanks	2	only	2,250.00	4,500.00
Disposal Fields	2	only	1,900.00	3,800.00
4-inch Cast Iron Sewer Line	30	lin.ft.	5.00	150.00
4-inch Bituminous-Fiber Sewer Line	330	lin.ft.	2.30	759.00
Pump House Electrical Supply	All	Required		770.00
Toilet Buildings Electrical Supply	All	Required		3,400.00
Area Illumination Installation	All	Required		1,875.00
Concrete Drinking Fountains	5	only	90.00	450.00
Water Hydrants	4	only	70.00	280.00
Irrigation Hose Valves	15	only	12.00	180.00
Picnic Sun Shelter	All	Required		950.00
Permanent Picnic Tables (8')	8	only	110.00	880.00
Permanent Picnic Tables (6')	10	only	105.00	1,050.00
Refuse Receptacles	6	only	30.00	180.00

Furnish 8" BP 36# Steel Piling	80 lin.ft.	$ 6.00	$ 480.00
Drive Steel Piles	8 only	125.00	1,000.00
Metal Sign Posts	All Required		595.00
Metal Sign Supports	All Required		635.00
Wood Sign Posts	All Required		900.00
Type "B" Signs in Place	438 sq.ft.	6.70	2,934.60
Type "C" and "D" Signs in Place	305 sq.ft.	3.45	1,052.25
Type "E", "F" and "G" Signs in Place	54 sq.ft.	4.25	229.50
Salvaging and Stockpiling Guide Posts	370 only	1.00	370.00
Guide Posts, Class FW-1	700 only	7.00	4,900.00
Guide Posts, Class FW-2	110 only	7.45	819.50
Guide Posts, Class FW-3	4 only	8.00	32.00
			$78,482.35
Sign Covers	All Required		$ 150.00
	Subtotal		$78,632.35
	10% Engr. & Cont.		7,862.65
	Total		$86,495.00

Length of Project - - - - - - - - - - - - - - - 0.000 miles

Federal Funds -	$79,500.00
State Funds -	6,995.00
	$86,495.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(18)70

MEMALOOSE SAFETY REST AREA ON THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 16, 1962

Type Code X021
Safety Rest Area (Sta. 1705+00)

Clearing, Trimming and Grubbing	All	Required		$ 1,000.00
Tractor and Dozer	24	hours	$ 15.00	360.00
Furnish and Place Topsoil	780	cu.yd.	2.50	1,950.00
4-foot Chain-Link Fence	500	lin.ft.	4.00	2,000.00
3/4"-0 Material in Foundation Course	280	cu.yd.	5.00	1,400.00
Sprinkling	8	M-gal.	5.00	40.00
Class "C" Asphaltic Concrete	140	tons	18.00	2,520.00
Preparation of Soil and Seeding	1	acre	250.00	250.00
Furnish and Plant Bearberry Vines	2,100	only	0.40	840.00
Toilet Buildings	2	only	7,500.00	15,000.00
Extra Concrete	3	cu.yd.	70.00	210.00
Pump House	All	Required		1,000.00
Pumping Installation	All	Required		1,500.00
2½-inch Galvanized Steel Pipe Line	910	lin.ft.	3.00	2,730.00
2-inch Galvanized Steel Pipe Line	2,425	lin.ft.	2.75	6,668.75
1½-inch Galvanized Steel Pipe Line	155	lin.ft.	1.50	232.50
1-inch Galvanized Steel Pipe Line	880	lin.ft.	1.30	1,144.00
3/4-inch Galvanized Steel Pipe Line	335	lin.ft.	1.25	418.75
1/2-inch Galvanized Steel Pipe Line	60	lin.ft.	1.20	72.00
8-inch Perforated pipe drain	475	lin.ft.	6.00	2,850.00
6-inch Perforated pipe drain	475	lin.ft.	5.00	2,375.00
Septic Tanks	2	only	1,250.00	2,500.00
Disposal Fields	2	only	1,000.00	2,000.00
4-inch Cast Iron Sewer Line	30	lin.ft.	3.00	90.00
4-inch Bituminous-Fiber Sewer Line	330	lin.ft.	2.00	660.00
Pump House Electrical Supply	All	Required		250.00
Toilet Buildings Electrical Supply	All	Required		1,500.00

Area Illumination Installation	All Required		$ 2,500.00
Concrete Drinking Fountains	5 only	$ 100.00	500.00
Water Hydrants	4 only	90.00	360.00
Irrigation Hose Valves	15 only	15.00	225.00
Picnic Sun Shelter	All Required		1,000.00
Permanent Picnic Tables (8')	8 only	100.00	800.00
Permanent Picnic Tables (6')	10 only	90.00	900.00
Refuse Receptacles	6 only	40.00	240.00
Furnish 8" BP 36# Steel Piling	80 lin.ft.	5.50	440.00
Drive Steel Piles	8 only	75.00	600.00
Metal Sign Posts	All Required		365.00
Metal Sign Supports	All Required		675.00
Wood Sign Posts	All Required		780.00
Type "B" Signs in Place	438 sq.ft.	7.25	3,175.50
Type "C" and "D" Signs in Place	305 sq.ft.	3.80	1,159.00
Type "E", "F" and "G" Signs in Place	54 sq.ft.	4.10	221.40
Salvaging and Stockpiling Guide Posts	370 only	0.50	185.00
Guide Posts, Class FW-1	700 only	6.70	4,690.00
Guide Posts, Class FY-2	110 only	7.00	770.00
Guide Posts, Class FY-3	4 only	7.50	30.00
			$ 71,196.90
Sign Covers	All Required		$ 150.00
	Subtotal		$ 71,346.90
	10% Engr. & Cont.		7,134.10
	Total		$ 78,481.00

Length of Project- - - - - - - - - - - - 0.000 miles

Federal Funds- $ 72,000.00
State Funds- 6,481.00
$ 78,481.00

SEP 21 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

September 16, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

Price Agreement No. 2
Oregon Project I-80N-3(18)70
Memaloose Safety Rest Area
Penalty for non-specification asphalt

Returned herewith approved is subject Price Agreement, based on the interim policy of July 16, 1964, submitted with Mr. Walker's September 2, 1964 letter.

This approval does not imply acceptance of the policy on anything but an interim basis subject to review by our Regional and Washington offices.

Attach.

NOTED
LLOYD B. SHAW

original To Young
with attach.
9-21-64

RECEIVED
AUG 25 1964
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 24, 1964

08-35.4-DA

Original signed by
A. W. Parsons

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-3(18)70 - Memaloose Safety Rest Area
Price Agreement No. 2

We have reviewed subject price agreement, providing for deduction from contract amount for below-specification asphalt.

We do not have any background information supporting use of the procedure applied therein, so are unwilling to take any action at this time. We are holding the order pending clarification.

RECEIVED
AUG 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original to Young
cc Morgan
8-27-64

RECEIVED
AUG 20 1964

6203

August 19, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On May 21, 1964 we wrote to you concerning release of final payment on contract #6203, awarded to Joe Blickle, for construction of the Memaloose Safety Rest Area on the Columbia River Highway in Wasco County.

Final payment on this contract is $7,582.85 and the total contract amount is $81,323.70, including $1,949.40 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Joe Blickle
8265 North Borthwick Avenue
Portland 11, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAY 21 1964

I-80N-3(18)

6203

May 21, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed April 6 on Contract No. 6203. The contract was with Joe Blickle and was for work on the Memaloose Safety Rest Area on the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 21, 1964, and that you concur in this procedure at the Commission meeting on May 28.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
FEB 28 1963

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-80N-3(18)70

6203

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 25, 1963

Mr. A. W. Parsons
Bureau of Public Roads
477 Cottage NE
Salem, Oregon

Dear Sir:

Joe Hlickle started work on the Memaloose Safety Rest area, Contract No. 6203, F. A. P. No. I-80N-3(18)70 on the Columbia River Highway in Wasco County on Feb. 8, 1963.

Yours very truly,

Ivan D. Merchant
Bridge Engineer

CAG:al

CC: D. Parkes
✓ Floyd Query
L. M. Young
C. M. Maison

NOTED
FLOYD QUERY

RECEIVED
DEC 21 1962

FORM 2-135

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6363

December 21, 1962

Mr. Joe Blickle
8265 N. Borthwick Avenue
Portland 11, Oregon

Gentlemen:

The State Highway Commission on December 20, 1962, awarded to you State Highway Contract No. 6203 for the following project:

Construction of the Memaloose Safety Rest
Area, Columbia River Highway, Wasco County

This award was based on your low bid of $76,482.35 which was submitted to the Commission on December 18, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC)

RECEIVE
DEC 2[illegible] 1962
FOR FIL

[illegible] ([illegible]) 70

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 20, 1962

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-3(18)70
Shogren-Rowena Section
Columbia River Highway
Memaloose Safety Rest Area, Station 1705+00

As requested in Mr. Hardie's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6203 to Joe Blickle of Portland, Oregon, low bidder in the amount of $78,482.35 at the December 18, 1962 bid opening.

NOTED
R. L. PORTER

[illegible]
LOYD P. SHAW

original To Young
12-26-62

FORM 2-1232

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

DEC 21 1962

December 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Utility Letters
Memaloose Safety Rest Area
Shogren-Rowena Section
Columbia River Highway
Wasco County
Project No. I-80N-3(18)70

Dear Sir:

This is in reply to your letter of November 26, 1962 in which you ask for evidence that satisfactory agreements have been reached in connection with utility adjustments on this project.

Attached you will find two conformed copies of the agreement which has been entered into between the State and the Wasco Electric Cooperative, Incorporated which provides for the establishment of a minimum charge for electrical service and also provides for liability insurance.

There are no utility adjustments on this project and this agreement is the only transaction we have with any utility company on this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

Enc.
TWL:fp
cc R. L. Porter ✓
L. H. Young
C. H. Maison
W. T. Wright

RECEIVED
DEC 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1962

FOR FILING
I-80N-3(18)70
6203

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 26, 1962

By:

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

G. E. Brooks
District Engineer

Oregon Project I-80N-3(18)70
Shogren-Rowena Section
Columbia River Highway, Wasco County
Memaloose Safety Rest Area, Station 1705+00

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract.

RECEIVED
NOV 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Young
11-29-62

NOTED
R. L. PORTER

RECEIVED
DEC 4 1962
FOR FILING

I-80N-(15 [illegible]

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
November 9, 1962

Agenda Item 4-k
Wasco Electric Cooperative, Inc.
Agreement
Memaloose Safety Rest Area

Mr. Frank Morgan
Construction Engineer
Office

Attention: Mr. Mark Astrup
Landscape Engineer

Attached are five conformed copies of an agreement with Wasco Electric Cooperative, Inc. to provide power service to Memaloose Safety Rest Area on the Columbia River Highway in Wasco County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Wasco Electric Cooperative, Inc.

Secretary

rn

Attach: 5

RECEIVED
OCT 23 1962
FOR FILING
[illegible]

October 22, 1962

Oregon State Highway Commission

Gentlemen:

We will soon advertise for bids on the Memaloose Safety Rest Area. This is on the Columbia River Highway, Route 80N, in Wasco County, and is near the community of Rowena.

In order to provide electrical energy for the improvement, it will be necessary to enter into an agreement with the Wasco Electric Cooperative, Inc. The agreement provides for the payment of regular commercial rates for power service with an annual minimum charge of not less than $400.

This matter will be on the agenda for the November 1 meeting. It is recommended that it have your approval and that you authorize the Secretary to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

Floyd Query
cc G. S. Paxson
R.L. Porter
Victor D. Wolfe
F. D. Morgan
C. H. Maison

RLP:ajw fn

RECEIVED
SEP 12 1962
FOR FILING

September 10, 1962

Oregon State Highway Commission

Gentlemen:

On the next call for bids, it is proposed to advertise for improvements on the Memaloose Safety Rest Area. This is on the Columbia River Highway, Route 30N, in Wasco County and is near the community of Rowena. In order to provide electrical energy for the improvement, it will be necessary to enter into an agreement with the Wasco Electric Cooperative, Inc. The agreement provides for the payment of regular commercial rates for power service with an annual minimum charge of not less than $400.

The matter will be on the agenda for the September 20 Commission meeting. It is recommended that it have your approval and that you authorize the Secretary to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
C. H. Maison
F. D. Morgan

RLP:ajw hlb

REA

WASCO ELECTRIC COOPERATIVE, INC.

THE DALLES, OREGON

August 24, 1962

Mr. Carl Williams
District Maintenance Superintendent
State Highway Department
P. O.Box 420
The Dalles, Oregon

Dear Mr. Williams:

We are enclosing a commercial power contract for the Memaloose Safety Rest Area which was brought up from Salem yesterday so that it could be passed on at our Board Meeting last night.

Mr. F. D. Morgan, Construction Engineer, requested that we attach a certificate of insurance to this signed contract, but in talking with Mr. M[illegible]eola yesterday afternoon by telephone, I informed him that Employers Mutual Insurance Company of Portland would forward to Mr. Astrup copies of this certificate of insurance to be attached to the contract.

→ In this letter we are also making application for a permit to install this pole line on state property. It is my understanding that oral approval has been given by the Bureau of Public Roads and your permits division for this pole line installation.

If you have the required forms for this, I would appreciate very much getting them to make proper application for this permit.

Yours very truly,

Eric A Johnson

Eric A. Johnson, Manager
Wasco Electric Cooperative, Inc.

EAJch
Encls.

A SELF-LIQUIDATING, SELF-MANAGED, TAX PAYING COOPERATIVE ENTERPRISE

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1962

SUBJECT: Memaloose Safety Rest Area
Power Contract
Columbia River Highway
Wasco County

To: Mr. Mark Astrup
Landscape Engineer

Office

Attached please find six copies of a revised power contract with Wasco Electric Cooperative covered by the above subject for your handling. The original contract was prepared for the Parks Division.

As instructed by you and requested by Cooperative, the provision requiring the Cooperative to relocate their line at their expense in the original contract has been eliminated. Paragraph 5 under THINGS TO BE DONE BY STATE and paragraph 6 under THINGS TO BE DONE BY COOPERATIVE require them to relocate at our request and expense.

Also, paragraph 5 of Exhibit C has been changed to eliminate the "hold harmless" clause and substitute therefor a paragraph requiring the Cooperative to furnish liability insurance. This policy is to be furnished to you at the time that they return the signed copies of the contract for presentation to the commission. This change was made to comply with Cooperative's request.

Cooperative will need to make application to the District Maintenance Superintendent in The Dalles, Mr. Carl M. Williams, to secure the permit required by law for installing the pole line. Oral approval, at least, has been given by the Bureau of Public Roads and our Permits Division to this pole line installation. A copy of this contract is being sent to Permits to be used in conjunction with Cooperative's application.

Additional copies of this agreement and also the exhibits are available through this office if you should need them.

Armand L. Riveness
ARMAND L. RIVENESS
Staff Attorney

ALR:ckr
Attachments
cc: L. I. Lindas
Jim Huffman

RECEIVED
AUG 15 1962
FOR FILING

[illegible]
[illegible]

477 Cottage Street N.E.
Salem, Oregon

August 13, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Federal-aid Interstate Program
Memaloose (Chatfield) Rest Area

In reference to your letters of July 1, 1962 and July 17, 1962 on the captioned program, we have received a favorable reply from our Washington Office for the convenience and comfort facilities of the Memaloose Rest Area.

This approval covers one Stage 2 project involving the construction phase only for 0.00 miles of roadway at a total estimated cost of $40,000, of which the Federal portion is $36,000. The unprogramed balance of these funds is $5,546,927, according to our records of this date.

The Stage 2 project in this program is listed as follows:

Item	Project No.	Location	Proposed Work
165	I-80N-3(18)70	Memaloose Rest Area	Landscape, Convenience facilities

The project agreement will contain a statement to the effect the rest area will be maintained in a clean, attractive condition at all times.

Our Washington Office previously concurred that the Memaloose Rest Area appeared to have special historical and natural values, since it overlooks the historic Memaloose Island Indian burial grounds and extensive stretches of the rugged Columbia River gorge, both east and west from the location of the rest area. For your information, the second memo on this subject from our Washington Office included the following statements:

> "The information currently furnished is accepted as justifying the State's analysis that high continued use of the subject rest area is to be expected by or before 1975 . . . It is reasonable to anticipate that a higher percent of increased use of the subject rest area will occur because of the fact that both the historic and scenic attractions are much superior to that of the rest areas on US 30 and US 99 which were

Original To Young 8-14-62

included in the State's studies."

For future submissions of rest area facilities the traffic use data, particularly that data showing the usage before and after installation of comfort facilities, obtained from the two rest areas approved for such facilities, would be appropriate. This traffic use data should supplement the type data submitted previously for the Oak Grove Rest Area and this Memaloose Rest Area.

RECEIVED
DEC 4 1962
FOR FILING

I-80N-3(18)70

[illegible]

July 17, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

In accordance with the request of Mr. Dee by telephone, we have rewritten Interstate Program Item No. 165, Project No. I-80N-3(18)70, Memaloose Rest Area on the new PR-1 form and are submitting the necessary copies herewith.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWM:bb

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL - AID PR

(PPM 21

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 30 Memaloose Rest Area, 2 Mi. E. Mosier 21 65	ADT	PRESENT 4,600	FUTURE 13,800 (66) (70)	YEAR 75 (71) (7

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Landscape, Convenience Facilities 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74) (75

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		US 30 Memaloose Rest Area, 2 miles east of Mosier			
5					ROW					
5					CONST (CODE)				40,000	36,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	40,000 (16) (23)	36,000 (24) (33)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

osier 65	ADT	PRESENT 4,600	FUTURE 13,800 (66) (70)	YEAR 75 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 165 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 80-3(18) 7	SEQ. NO. 13	I. Projects Only POST MI. 70 (24) (26)	DESIG. N 27

COUNTY NAME Wasco	CODE 065 (14) (16)			PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO.	FEDERAL-AID I-80N (32)	STATE (36)	U.S. (37) 30 (41)	

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			Landscape, convenience facilities (Rest Area cleanup, plant trees, shrubs, grass; sanitary and other facilities) ROW-200' Normal; Access Control-Full
	40,000	36,000	4,000		
0.00	40,000 (16) (23)	36,000 (24) (33)	4,000		

REMARKS

Additional Data - Item 77, Project I-80N-3(6)68

USCOMM DUSCOMM-DC 48905-P61

MEMALOOSE REST AREA

PROJECT NO. I-80N-3(18)70

Existing Facility, Adjacent Sections

Four 12' lanes high-type pavement with 10' shoulders and 8.4' median constructed under I-80N-3(6)68. Included in the work was paving of rest areas with roadway approaches 16' in width. The rest areas are paved 60' in width with concrete curbs and sidewalks. The location of the areas is approximately 2 miles east of Mosier.

Project Data

The proposed project consists of leveling adjacent areas, selective clearing and cleanup, seeding open areas to grass and the planting of shrubs and trees. Included in the proposed improvement are sanitary and other facilities to provide suitable accommodations for the public.

System Action, Railroads, Water Development - None involved.

Public Hearing - Not required.

RECEIVED
JUL 2 1962
FOR FILING

July 1, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Oregon Federal-aid
Interstate Program
Memaloose Rest Area

Dear Sir:

Reference is made to Mr. Polk's letter of June 6, subject as above, addressed to Mr. Forrest Cooper, State Highway Engineer.

Although on this section of FAI Route 80N, the acceleration lanes and parking area at Memaloose has been constructed for a considerable time, the area is not signed and nothing has been done to encourage public use of the area, as without public use facilities, sanitation problems would arise. This would tend to reflect discredit on both the State and federally sponsored interstate program. Consequently, any data obtained on its current use would be of little value and would not reflect the true usage expected at this site. In lieu thereof, our Traffic Division has developed figures based on the averages of the 1960 rest area survey for three safety rest area study sites on US 30. The basic assumptions are that the existing percentage of traffic using the rest areas is comparable to the 1960 average for US 30 study sites, and the 1980 usage will be double that figure. This estimate of project usage in 1980 is believed to be realistic but conservative for the following reasons:

(1) The 1960 average percent of traffic (4.1%) entering US 30 rest areas was slightly more than double the rate for US 99 rest areas (2.0%). Applying this ratio to the 5.1% rate obtained for Oak Grove Rest Area on I5 in July, 1961, an estimate of 10.4% for I80N rest areas is obtained.

(2) The Memaloose Rest Area site is superior in scenic attraction to rest area sites previously studied and should attract a larger percentage of traffic. The view of the Columbia River and gorge

from here is magnificent. It is also unique in that it lies high above the river affording a panoramic view of a particularly beautiful stretch of the gorge.

(3) The lack of major cities and other alternate stopping places along this highway section, particularly after The Dalles is by-passed, should result in a rate of use substantially above that experienced along I5 in the Willamette Valley.

It should also be noted that the 4.1% of traffic entering rest areas in 1960 on US 30 was obtained at locations on two-lane, non-access controlled highway sections with traffic routed directly through major cities nearest the rest areas and without facilities, access or signing equivalent to Interstate System standards.

The percentages shown for type of facility use (attached Enclosure 1) are those for the 1960 US 30 study sites. It is probable that the scenic aspects of this rest area will increase the proportion of stops classed as "Other". The 1960 rest area study indicated that the more scenic rest areas tended to have a longer length of stay and higher accumulation of vehicles during the peak periods.

We are convinced, from the many expressions of public appreciation of safety rest areas and from the use of existing rest areas, corroborated by actual experience of other states, that there will be a continued and increasingly important use of the Memaloose Safety Rest Area. We are also convinced that the location has significant natural scenic values and that public use facilities are necessary to achieve maximum benefits to road users. Accordingly, we recommend and urge approval of federal participation in the construction of public use facilities at Memaloose Safety Rest Area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mmb
cc: W. L. Porter
F. D. Morgan
H. H. Astrup

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
June, 1962

MEMALOOSE SAFETY REST AREA
Columbia River Hwy., No. 2 (I-80N) M. P. 7[illegible]

Estimated Amount of Use and Related Information

	1961	1980
Average Daily Traffic	5,100	12,000
Summer Average Daily Traffic (1.25 factor)	6,400	15,000
Summer Daily Number Vehicles Entering in Both Directions (1961 - 4.1%, 1980 - 8.2%)	260	1,200
Summer Daily Number of Vehicles Entering (One Direction)	130	600
Average Daily Number of Vehicles Accumulated at Peak Moment - One Direction (7.1%)	10	45
Average Daily Number of Vehicle - Parties Eating During Peak Moment - One Direction (percent of vehicle - parties entering during noon hour to eat - 58.9%)	6	25
Average Daily Number of Persons Desiring Use of Rest Rooms at Peak Moment (0.25 persons per vehicle)	3	10
Average Daily Number of Persons Entering Rest Area - One Direction (3.1 per vehicle)	400	1,900

Type of Facility Use	Percent of Vehicle-Parties Using Facility
Drinking Water	[illegible]
Rest Rooms	[illegible]
Tables and Benches	[illegible]
No Facility Use	17

Primary Purpose of Stops	Percent of Vehicle-Parties Stopping
Rest or Nap	18
Eating	36
Rest Room	28
Other	18

Encl. 1

RECEIVED
JUN 7 1962
FOR FILING

I-80N-3(14)

503

Salem, Oregon
June 7, 1962

F. D. Morgan
Construction Department

OFFICE

Oregon Federal-aid
Interstate Program
Memaloose Safety Rest Area

Attached hereto, is a copy of the Bureau's comments on our recent application for participation in the installation of comfort facilities at the Memaloose Rest Area.

The letters are most ambiguous and I have asked the Bureau of Public Roads by phone to state clearly exactly what they want in the way of further justification. They seem to assume that the rest area is now in use and that we could take a traffic count on the use. Such is not the case. Will you please have Mr. Astrup dig into the matter further and furnish the material of the same nature that was furnished to Oak Grove to which they refer.

L. H. Young
Office Engineer

LHY:mmb
Att.
cc: R. L. Porter

CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

Young —

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: June 6, 1962

Will you handle please

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Federal-aid Interstate Program

Reference is made to Mr. Young's letter of April 12 regarding Item 165, Project I-80N-3(18)70, the Memaloose Safety Rest Area. That submission together with the photographs forwarded on May 15 was forwarded to our Regional office. Enclosed herewith is a copy of Mr. Cameron's May 29 memorandum requesting specific use information in regard to the Memaloose rest area.

We realize that since this section of the FAI Route 80N and the rest area has been constructed, it is now impossible to obtain "before" counts. However, data on the current usage of this area could be obtained. This information might be compared with usage of another rest area on an uncontrolled access section of this same highway.

We understand that this project has been postponed to the September letting. There appears time, therefore, to obtain information regarding usage of this facility during the summer period, as requested by our Regional office.

Attachment

[illegible]

RECEIVED
JUN 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

740 Morgan Building
720 S.W. Washington
Portland 5, Oregon

May 29, 1962

Mr. G. G. Polk, Division Engineer
Salem, Oregon

J. F. Cameron, Asst. Regional Engineer
08-00.32 Portland, Oregon

Oregon Federal-aid Interstate Program

The information submitted with the State's letter of April 12 and your memorandum of May 24 regarding the proposed programming of Item 165, Project I-80N-3(18)70, Chatfield Rest Area, has been reviewed with respect to Federal participation in the installation of convenience and comfort facilities.

The photographs submitted indicate that the site will afford a very interesting view of the river and the formations on the north bank. The State's letter advises that it is anticipated that the use of this area will be similar to that at the Oak Grove Rest Area on Interstate Route 5 between Eugene and Albany, Oregon. Reference is also made to the experience of other states with rest areas adjacent to the Interstate system.

Installation of comfort facilities for the Oak Grove Rest Area was submitted in August of 1961 together with excellent data indicating the nature of usage of this particular area. It is difficult to understand, however, how reference to this data and the current experience at this site can be interpreted to establish eligibility of a similar installation on Route I-80N.

This rest area has been completed for some time and it would seem that data as to its usage can be readily obtained. It is understood that several months ago, when the possibility of obtaining Federal participation in the installation of comfort facilities at this site was discussed by the State, that their attention was called to the need to provide the support required under Circular Memorandum dated August 6, 1959. As it is considered that data applicable to this particular site should be submitted, further action will be deferred pending receipt of information similar to that submitted in connection with the Oak Grove Rest Area.

LAD:kgh

RECEIVED
MAY 16 1962
FOR FILING

May 15, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Item 165
I-80N-3(18)70
Memaloose Safety Rest Area

Dear Sir:

I am submitting herewith photographs of the proposed Memaloose Safety Rest Area.

The purpose of this submission is to amplify the information which was given to you in our letter of April 12. These photographs were taken from the proposed rest areas to show the scenic grandeur visible therefrom and in some measure, depict the backgrounds of the areas themselves.

The photographs are captioned and I believe, self-explanatory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mmb

cc: R. L. Porter
F. D. Morgan

RECEIVED
[illegible] 1962

FOR FILING
I-80N-3(18)

FORM CD-121
(9-23-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 17, 1962

CGPolk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(18)70
Memaloose Safety Rest Area

Reference is made to your letter dated April 12, 1962, enclosing plans for the construction of public use facilities at Memaloose.

It is our belief that the submission would be strengthened by your furnishing photographs of the area with emphasis on the views of the Gorge which the traveler may enjoy from this viewpoint.

If such photographs are available, please furnish three of each.

Copies To
[illegible]
[illegible]
4-18-62

RECEIVED
APR 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
APR 13 1962
FOR FILING

April 12, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Item 165
I-80N-3(18)70
Memaloose Safety Rest Area

Dear Sir:

Reference is made to Commissioner Armstrong's circular memoranda to Regional and Division engineers of the Bureau of Public Roads dated August 6th and September 30, 1959, on the subject of safety rest areas on interstate highways.

Although, in general, these memoranda limited participation in the construction of safety rest areas to basic highway and parking facilities, they also provided that "convenience and any comfort facilities provided at the safety rest areas are to be non-participated items for federal aid funds except where, because of specifically significant, historical or natural values, especially high continuing use may be expected. These excepted instances will require prior approval of the Washington office for participation." We believe the Memaloose Rest Area qualifies because of significant natural and historical values and expected high continuing use.

Accordingly, there are enclosed plans for the construction of public use facilities at the Memaloose Rest Area located in Wasco County, Oregon, approximately 10½ miles east of Hood River and 11 miles west of The Dalles on Interstate Highway No. 80N.

This particular site was chosen because it affords an excellent scenic view of the Columbia River Gorge. The location is high above and overlooking the Columbia River giving extensive views both up and down the river.

The site also overlooks and is opposite Memaloose Island, an historic Indian burial ground. Further, the Columbia River Highway, now Interstate 80N, traverses one of the most widely advertised scenic wonders of the State. Because access is eliminated from several existing state park developments, there is a dearth of stopping places for westbound traffic to view the panorama of the Gorge. Therefore, the few developed locations where westbound travelers can safely get off the highway to rest, relax and view the scenery will be of continuing and increasing importance.

The construction of basic highway entrance and parking facilities at the Memaloose Rest Area was completed under the road construction contract.

It is anticipated that use will be similar to that being experienced at the Oak Grove Rest Area on Interstate Route No. 5. During the month of July, traffic volume data indicates that 5.1% of the highway traffic made use of the Oak Grove Rest Area. At that time, the rest area had minimum facilities of tables and pit-type latrines. Experience of other states: Wisconsin, Ohio and North Carolina, for example, indicates that rest area use on the interstate system may be 10% or greater, with the improvement of rest and comfort facilities. We also believe that the Memaloose Rest Area has significant natural and historic values and that public use facilities are necessary to achieve maximum benefit to road users.

Therefore, we urge and recommend approval of Federal participation in the attached development plans. Oregon is willing and capable of furnishing proper maintenance so that our rest areas are a source of pride to the State and Federal governments.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mmb
cc: Mr. R. L. Porter
Mr. M. M. Astrup
Mr. F. D. Morgan

F-122(14) N. Yamhill River-McMinnville 1962
Sec., Pacific Hwy. West
#6204 (Grad. & Pav.)

RECEIVED
JUL 2 1964
FOR FILING

July 2, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On May 25, 1964, we wrote to you concerning release of final payment on contract #6204, awarded to Babler Bros. Inc., for grading-paving the North Yamhill River-McMinnville Section of Pacific Highway West in Yamhill County.

Final payment on this contract is $25,612.92 and the total contract amount is $456,407.23, including $5,850.04 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAY 25 1964
FOR FILING

[illegible]

6204

May 22, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed April 24 on Contract No. 6204. The contract was with Babler Bros., Inc. and was for grading and paving on the North Yamhill River-McMinnville Section of the Pacific Highway West in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 22, 1964, and that you concur in this procedure at the Commission meeting on May 28.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L H Young
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: April 24, 1964

SECTION: N. Yamhill River-McMinnville

SECTION PREFIX: 36-1056

HIGHWAY: Pacific West

COUNTY: Yamhill

NAME OF JOB: 99 West

KIND OF WORK: Grading and Paving

CONTRACTOR: Babler Bros., Inc.

CONTRACT NUMBER: 6204

FEDERAL AID PROJECT NUMBER: F-122(14)

DATE OF CONTRACT: December 20, 1962

DATE WORK STARTED: February 11, 1963

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 6 SUPERVISION: 2

SPECIFIED WORK DAYS: 100

WORK DAYS USED: 89

PERCENT OF TIME ELAPSED: 89

PROJECT AUTHORIZATION: $ 584,859.04

ENGINEERING AUTHORIZATION: $ 41,589.34

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 543,260.70

ENGINEERING COST TO DATE: $ 58,225.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 498,800.00

PERCENT OF AUTHORIZATION: + 40 %

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 8 %

DATE PROJECT WAS COMPLETED: April 24, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.0	2.0			2.0
MILES PARTIALLY COMPLETED	2.0	2.0			2.0
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	69,600	100,900			21,000
TOTAL QUANTITIES CORRECTED TO DATE	68,730	76,650			18,520
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	68,730	76,650			18,520
AVERAGE DAILY QUANTITIES	818	912			842
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: two rollers, two dump trucks, ,

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Clear		NOTED JOHN R. OAKES
TUESDAY	Cloudy		
WEDNESDAY	Rain		
THURSDAY	Cloudy		
FRIDAY	Clear		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-
MONDAY	Patching intersection, smoothing out paving joints
TUESDAY	Patching intersection, smoothing out paving joints
WEDNESDAY	No Work cold and wet
THURSDAY	No Work cold and wet
FRIDAY	Patching intersection, smoothing out paving joints
SATURDAY	

REMARKS

Completed project of Friday, April 24, 1964

With the completion of patching intersections and truing up the rest of the paving joints the project was completed on the above date.

Present plan is to have the semi-final in Division office by the end of next week.

SIGNED [illegible] M. Harris

ADDRESS P.O. Box 411 McMinnville, Oregon 97128

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

State

Monthly transaction number F-122(14) 3-78	Form [illegible] A U.S. DEPARTMENT OF COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	S Oregon
		County Yamhill
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-19-64	Project number F-122(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 18, 1963, is hereby modified as follows:

Revised estimated total cost of project	$ 369,697.00
Revised Federal funds	$ 358,000.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of March, 1964.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
Division Engineer

Backlund
By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal-Aid
Project No. F-122(14)

NORTH YAMHILL RIVER-McMINNVILLE SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include work retained in PS & E Status.)

Salem, Oregon, March 4, 1964

Type Code 6203
Roadway (Sta. 67+50 thru Equa. 51+76.90 = 0+00 to Sta. 90+00)(Contract 6204)

Clearing and Grubbing	All	Required		$ 18,000.00
Removal of Pavement	10,700	sq.yds.	$ 0.70	7,490.00
Removal of Curbs	750	lin.ft.	0.50	375.00
Removal of Walks and Driveways	370	sq.yds.	1.00	370.00
Removal of Manholes	1	only	100.00	100.00
Removal of Catch Basins	20	only	25.00	500.00
Structural Excavation, Unclassified	90	cu.yds.	3.00	270.00
Drainage Excavation, Unclassified	3,200	cu.yds.	2.50	8,000.00
General Excavation, Unclassified	69,600	cu.yds.	0.60	41,760.00
Finishing Roadbed and Slopes	All	Required		4,000.00
Rounding Cutbanks	7,750	lin.ft.	0.20	1,550.00
12-inch Concrete Pipe	870	lin.ft.	2.50	2,175.00
18-inch Concrete Pipe	72	lin.ft.	4.85	349.20
48-inch Concrete Pipe	12	lin.ft.	25.00	300.00
6-inch Sewer Pipe	44	lin.ft.	2.00	88.00
12-inch Sewer Pipe	6,900	lin.ft.	2.00	13,800.00
18-inch Sewer Pipe	2,010	lin.ft.	4.35	8,743.50
24-inch Sewer Pipe	24	lin.ft.	7.00	168.00
Extra for Pipe Under Pavement	230	lin.ft.	6.50	1,495.00
6-inch Perforated Rigid-Type Drain Pipe	1,890	lin.ft.	1.80	3,402.00
Special Backfill in Drains	250	cu.yds.	5.00	1,250.00
18-inch Culvert End Section	1	only	55.00	55.00
Concrete Manholes	7	only	275.00	1,925.00
Concrete Inlets, Type "D"	2	only	120.00	240.00
Concrete Inlets, Type "G"	40	only	70.00	2,800.00
Concrete Inlets, Type "G-1"	11	only	80.00	880.00
Adjustment of Manholes	3	only	50.00	150.00
Adjustment of Catch Basins	1	only	50.00	50.00
Concrete Curbs	320	cu.yds.	35.00	11,200.00
Concrete Surfacing	24	sq.yds.	5.00	120.00
Class "A" Concrete in Walls	55	cu.yds.	80.00	4,400.00
Metal Reinforcement	5,700	lbs.	0.20	1,140.00
Salvage and Reinstall Guard Rail	150	lin.ft.	1.50	225.00
Metal Guard Rail	660	lin.ft.	2.60	1,716.00
Rail End Pieces	6	only	5.00	30.00
Guard Rail Posts	20	only	12.50	250.00
Coarse Crushed Material in Base	100,900	tons	1.88	189,692.00
3/4" - 0 Material in Base	11,300	tons	2.00	22,600.00
Sprinkling	2,100	M-gals.	3.00	6,300.00

SS-1 Asphalt in Sprinkling	11,300 gals.	$ 0.30	$ 3,390.00
Preparation of Base	All Required		1,500.00
3/4" - 0 Material in Binder Course	580 cu.yds.	4.10	2,378.00
RC-250 Asphalt	90 tons	45.00	4,050.00
Class "B" Asphaltic Concrete	8,800 tons	6.30	55,440.00
Class "C" Asphaltic Concrete	12,200 tons	6.50	79,300.00
RS-1 Asphalt	26 tons	50.00	1,300.00
Extra for Paving Approaches	120 only	35.00	4,200.00
Illumination Installation Removal	All Required		300.00
			$509,816.70
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Signing (Temporary)	All Required		100.00
Seeding and Mulching	All Required		800.00
			$ 5,900.00
__Utilities:__			
Work by City of McMinnville	All Required		$ 1,590.00
Work by Bonneville Power Administration	All Required		600.00
			$ 2,190.00
	Subtotal		$517,906.70
	10% Engr. & Cont.		51,790.30
	Total		$569,697.00

Length of Roadway - - - - - - - - 2.002 miles
Cost of Roadway Per Mile - - - - $284,563.93

Federal Funds - $358,000.00
State Funds - 211,697.00

$569,697.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

NORTH YAMHILL RIVER-McMINNVILLE SECTION

Project No. F-122(14)

Estimated cost of work by City of McMinnville.

Poles

Material	$ 465.51
Labor	872.20
Overhead	244.22
Salvage Credit	- 241.90 Credit
	$1,340.03

Water Meters

Materials		$ 105.21
Labor		107.10
Equipment		46.00
		$ 258.31
	Total	$1,598.34
	Use	$1,590.00

Estimated cost of work by Bonneville Power Adminstration.

Survey	$ 50.00
Design	50.00
Materials	100.00
Construction	200.00
Contingencies	100.00
Administrative Overhead	100.00
	$ 600.00

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JAN 23 1963

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. FOR FILING 84	FOR -2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Yamhill
		PROJECT NO. F-122(14)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99W N. Yamhill R. to 17th St. McMinnville

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-62	2.002
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 567,288.00	$ 357,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stow
Asst. State Highway Engineer
(Title)

By ______
______
(Title)

By ______
______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~BY~~ A. W. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer January 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Federal-Aid
Project No. F-122(14)

Oregon State Highway Department

NORTH YAMHILL RIVER-McMINNVILLE SECTION

OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 10, 1963

Type Code 6203
Roadway (Sta. 67+50 thru Equa. 51+76.90 = 0+00 to Sta. 90+00)(Contract 6204)

Clearing and Grubbing	All	Required		$ 18,000.00
Removal of Pavement	10,700	sq.yd.	$ 0.70	7,490.00
Removal of Curbs	750	lin.ft.	0.50	375.00
Removal of Walks and Driveways	370	sq.yd.	1.00	370.00
Removal of Manholes	1	only	100.00	100.00
Removal of Catch Basins	20	only	25.00	500.00
Structural Excavation, Unclass.	90	cu.yd.	3.00	270.00
Drainage Excavation, Unclassified	3,200	cu.yd.	2.50	8,000.00
General Excavation, Unclassified	69,600	cu.yd.	0.60	41,760.00
Finishing Roadbed and Slopes	All	Required		4,000.00
Rounding Cutbanks	7,750	lin.ft.	0.20	1,550.00
12-inch Concrete Pipe	870	lin.ft.	2.50	2,175.00
18-inch Concrete Pipe	72	lin.ft.	4.85	349.20
48-inch Concrete Pipe	12	lin.ft.	25.00	300.00
6-inch Sewer Pipe	44	lin.ft.	2.00	88.00
12-inch Sewer Pipe	6,900	lin.ft.	2.00	13,800.00
18-inch Sewer Pipe	2,010	lin.ft.	4.35	8,743.50
24-inch Sewer Pipe	24	lin.ft.	7.00	168.00
Extra for Pipe under Pavement	230	lin.ft.	6.50	1,495.00
6-inch Perforated Rigid-Type Drain Pipe	1,890	lin.ft.	1.80	3,402.00
Special Backfill in Drains	250	cu.yd.	5.00	1,250.00
18-inch Culvert End Section	1	only	55.00	55.00
Concrete Manholes	7	only	275.00	1,925.00
Concrete Inlets, Type "D"	2	only	120.00	240.00
Concrete Inlets, Type "G"	40	only	70.00	2,800.00
Concrete Inlets, Type "G-1"	11	only	80.00	880.00
Adjustment of Manholes	3	only	50.00	150.00
Adjustment of Catch Basins	1	only	50.00	50.00
Concrete Curbs	320	cu.yd.	35.00	11,200.00
Concrete Surfacing	24	sq.yd.	5.00	120.00
Class "A" Concrete in Walls	55	cu.yd.	80.00	4,400.00
Metal Reinforcement in Walls	5,700	lb.	0.20	1,140.00
Salvage and Reinstall Guard Rail	150	lin.ft.	1.50	225.00
Metal Guard Rail	660	lin.ft.	2.60	1,716.00
Rail End Pieces	6	only	5.00	30.00
Guard Rail Posts	20	only	12.50	250.00
Coarse Crushed Material in Base	100,900	ton	1.88	189,692.00
3/4" - 0 Material in Base	11,300	ton	2.00	22,600.00
Sprinkling	2,100	M-gal.	3.00	6,300.00

SS-1 Asphalt in Sprinkling	11,300 gal.	$ 0.30	$ 3,390.00
Preparation of Base	All Required		1,500.00
3/4" - 0 Material in Binder Course	580 cu.yd.	4.10	2,378.00
RC-250 Asphalt	90 ton	45.00	4,050.00
Class "B" Asphaltic Concrete	8,800 ton	6.30	55,440.00
Class "C" Asphaltic Concrete	12,200 ton	6.50	79,300.00
RS-1 Asphalt	26 ton	50.00	1,300.00
Extra for Paving Approaches	120 only	35.00	4,200.00
Illumination Installation Removal	All Required		300.00
			$509,816.70
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Signing (Temporary)	All Required		100.00
Seeding and Mulching	All Required		800.00
			$ 5,900.00
	Subtotal		$515,716.70
	10% Engr. & Cont.		51,571.30
	Total		$567,288.00

Length of Roadway - - - - - - 2.002 Miles
Cost of Roadway Per Mile- - - $283,360.63

Federal Funds -	$357,300.00
State Funds -	209,988.00
	$567,288.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Work Retained in P.S. & E. Status

Description	Total Cost	Federal Funds	State Funds
Work by City of McMinnville	$1,980.00	$1,216.00	$ 764.00
Work by West Coast Tel. Co.	110.00	69.00	41.00
Work by Bonneville Power Adm.	660.00	415.00	245.00
	$2,750.00	$1,700.00	$1,050.00

Oregon State Highway Department

Federal-Aid
Project No. F-122(14)

NORTH YAMHILL RIVER-McMINNVILLE SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 13, 1962

Type Code 6203
Roadway (Sta. 67+50 thru equa. 51+76.90 = 0+00 to Sta. 90+00)

Clearing and Grubbing	All	Required		$ 3,000.00
Removal of Pavement	10,700	sq.yd.	$ 0.50	5,350.00
Removal of Curbs	750	lin.ft.	0.35	262.50
Removal of Walks and Driveways	370	sq.yd.	0.50	185.00
Removal of Manholes	1	only	65.00	65.00
Removal of Catch Basins	20	only	25.00	500.00
Structural Excavation, Unclass.	90	cu.yd.	5.00	450.00
Drainage Excavation, Unclass.	3,200	cu.yd.	3.00	9,600.00
General Excavation, Unclass.	69,600	cu.yd.	0.60	41,760.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Rounding Cutbanks	7,750	lin.ft.	0.20	1,550.00
12-inch Concrete Pipe	870	lin.ft.	2.50	2,175.00
18-inch Concrete Pipe	72	lin.ft.	4.50	324.00
48-inch Concrete Pipe	12	lin.ft.	18.00	216.00
6-inch Sewer Pipe	44	lin.ft.	2.00	88.00
12-inch Sewer Pipe	6,900	lin.ft.	2.50	17,250.00
18-inch Sewer Pipe	2,010	lin.ft.	4.50	9,045.00
24-inch Sewer Pipe	24	lin.ft.	6.00	144.00
Extra for Pipe under Pavement	230	lin.ft.	3.00	690.00
6-inch Perforated Rigid-Type Drain Pipe	1,890	lin.ft.	2.00	3,780.00
Special Backfill in Drains	250	cu.yd.	6.00	1,500.00
18-inch Culvert End Section	1	only	45.00	45.00
Concrete Manholes	7	only	350.00	2,450.00
Concrete Inlets, Type "D"	2	only	110.00	220.00
Concrete Inlets, Type "G"	40	only	125.00	5,000.00
Concrete Inlets, Type "G-1"	11	only	135.00	1,485.00
Adjustment of Manholes	3	only	50.00	150.00
Adjustment of Catch Basins	1	only	35.00	35.00
Concrete Curbs	320	cu.yd.	45.00	14,400.00
Concrete Surfacing	24	sq.yd.	3.50	84.00
Class "A" Concrete in Walls	55	cu.yd.	50.00	2,750.00
Metal Reinforcement in Walls	5,700	lb.	0.14	798.00
Salvage and Reinstall Guard Rail	150	lin.ft.	1.50	225.00
Metal Guard Rail	660	lin.ft.	3.00	1,980.00
Rail End Pieces	6	only	5.00	30.00
Guard Rail Posts	20	only	8.00	160.00
Coarse Crushed Material in Base	100,900	ton	1.65	166,485.00

3/4" - 0 Material in Base	11,300 ton	$ 1.75	$ 19,775.00
Sprinkling	2,100 M-gal.	3.00	6,300.00
SS-1 Asphalt in Sprinkling	11,300 gal.	0.25	2,825.00
Preparation of Base	All Required		800.00
3/4" - 0 Material in Binder Course	580 cu.yd.	3.50	2,030.00
RC-250 Asphalt	90 ton	42.00	3,780.00
Class "B" Asphaltic Concrete	8,800 ton	6.00	52,800.00
Class "C" Asphaltic Concrete	12,200 ton	7.00	85,400.00
RS-1 Asphalt	26 ton	42.00	1,092.00
Extra for Paving Approaches	120 only	30.00	3,600.00
Illumination Installation Removal	All Required		200.00
			$475,833.50

Flagging (57½% of Contractor's Cost)	All Required	$ 5,000.00
Signing (Temporary)	All Required	100.00
Seeding and Mulching	All Required	800.00
		$ 5,900.00

Utilities

Work by City of McMinnville	All Required	$ 1,800.00
Work by West Coast Telephone Co.	All Required	100.00
Work by Bonneville Power Admn.	All Required	600.00
		$ 2,500.00

Subtotal	$484,233.50
10% Engr. & Cont.	48,422.50
Total	$532,656.00

Length of Roadway - - - - - - 2.002 Miles
Cost of Roadway Per Mile- - - $266,061.99

Federal Funds	$335,000.00
State Funds	197,656.00
	$532,656.00

Oregon State Highway Department

Federal-Aid
Project No. F-122(14)

NORTH YAMHILL RIVER-McMINNVILLE SECTION

OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 6, 1962

Type Code 6203
Roadway (Sta. 67+50 thru equa. 51+76.90 = 0+00 to Sta. 90+00)

Clearing and Grubbing	All	Req.		$ 3,000.00
Removal of Pavement	8,000	sq.yd.	$ 0.50	4,000.00
Removal of Curbs	750	lin.ft.	0.35	262.50
Removal of Walks and Driveways	370	sq.yd.	0.50	185.00
Removal of Manholes	1	only	65.00	65.00
Removal of Catch Basins	20	only	25.00	500.00
Structural Excavation, Unclass.	90	cu.yd.	5.00	450.00
Drainage Excavation, Unclass.	3,200	cu.yd.	3.00	9,600.00
General Excavation, Unclass.	69,600	cu.yd.	0.60	41,760.00
Finishing Roadbed and Slopes	All	Req.		3,000.00
Rounding Cutbanks	7,750	lin.ft.	0.20	1,550.00
12-inch Concrete Pipe	870	lin.ft.	2.50	2,175.00
18-inch Concrete Pipe	72	lin.ft.	4.50	324.00
48-inch Concrete Pipe	12	lin.ft.	18.00	216.00
6-inch Sewer Pipe	44	lin.ft.	2.00	88.00
12-inch Sewer Pipe	6,900	lin.ft.	2.50	17,250.00
18-inch Sewer Pipe	2,010	lin.ft.	4.50	9,045.00
24-inch Sewer Pipe	24	lin.ft.	6.00	144.00
Extra for Pipe under Pavement	230	lin.ft.	3.00	690.00
6-inch Perforated Rigid-Type Drain Pipe	1,890	lin.ft.	2.00	3,780.00
Special Backfill in Drains	250	cu.yd.	6.00	1,500.00
18-inch Culvert End Section	1	only	45.00	45.00
Concrete Manholes	7	only	350.00	2,450.00
Concrete Inlets, Type "D"	2	only	110.00	220.00
Concrete Inlets, Type "G"	40	only	125.00	5,000.00
Concrete Inlets, Type "G-1"	11	only	135.00	1,485.00
Adjustment of Manholes	3	only	50.00	150.00
Adjustment of Catch Basins	1	only	35.00	35.00
Concrete Curbs	320	cu.yd.	45.00	14,400.00
Concrete Surfacing	24	sq.yd.	3.50	84.00
Class "A" Concrete in Walls	55	cu.yd.	50.00	2,750.00
Metal Reinforcement in Walls	5,700	lb.	0.14	798.00
Salvage and Reinstall Guard Rail	150	lin.ft.	1.50	225.00
Metal Guard Rail	660	lin.ft.	3.00	1,980.00
Rail End Pieces	6	only	5.00	30.00
Guard Rail Posts	20	only	8.00	160.00
Coarse Crushed Material in Base	100,900	ton	1.65	166,485.00

3/4" - 0 Material in Base	11,300	ton	$ 1.75	$ 19,775.00
Sprinkling	2,100	M-gal.	3.00	6,300.00
SS-1 Asphalt in Sprinkling	11,300	gal.	0.25	2,825.00
Preparation of Base	All	Req.		800.00
3/4" - 0 Material in Binder Course	580	cu.yd.	3.50	2,030.00
RC-250 Asphalt	90	ton	42.00	3,780.00
Class "B" Asphaltic Concrete	8,800	ton	6.00	52,800.00
Class "C" Asphaltic Concrete	12,200	ton	7.00	85,400.00
RS-1 Asphalt	26	ton	42.00	1,092.00
Extra for Paving Approaches	120	only	30.00	3,600.00
Illumination Installation Removal	All	Req.		200.00
				$474,483.50
Flagging (57½% of Contractor's Cost)	All	Req.		$ 5,000.00
Signing (Temporary)	All	Req.		100.00
Seeding and Mulching	All	Req.		800.00
				$ 5,900.00

Utilities

Work by City of McMinnville	All	Req.	$ 1,800.00
Work by West Coast Telephone Co.	All	Req.	100.00
Work by Bonneville Power Adm.	All	Req.	600.00
			$ 2,500.00

Subtotal	$482,883.50
10% Engr. & Cont.	48,287.50
Total	$531,171.00

Length of Roadway - - - - - - 2.002 Miles
Cost of Roadway Per Mile- - - $265,320.17

Federal Funds -	$334,000.00
State Funds -	197,171.00
	$531,171.00

Oregon State Highway Department

Federal Aid
Project No. F-122(14)

NORTH YAMHILL RIVER-MCMINNVILLE SECTION OF THE
PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 29, 1962

Type Code 6203
Roadway (Sta. 67+50 thru Equa. 51+76.90 = 0+00 to Sta. 90+00)

Clearing and Grubbing	All	Required		$ 3,000.00
Removal of Pavement	4,500	sq.yds.	$ 0.50	2,250.00
Removal of Curbs	750	lin.ft.	0.35	262.50
Removal of Walks and Driveways	370	sq.yds.	0.50	185.00
Removal of Manholes	1	only	65.00	65.00
Removal of Catch Basins	20	only	25.00	500.00
Structural Excavation, Unclassified	90	cu.yds.	5.00	450.00
Drainage Excavation, Unclassified	3,200	cu.yds.	3.00	9,600.00
General Excavation, Unclassified	69,600	cu.yds.	0.60	41,760.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Rounding Cutbanks	7,750	lin.ft.	0.20	1,550.00
12-inch Concrete Pipe	870	lin.ft.	2.50	2,175.00
18-inch Concrete Pipe	72	lin.ft.	4.50	324.00
48-inch Concrete Pipe	12	lin.ft.	18.00	216.00
6-inch Sewer Pipe	44	lin.ft.	2.00	88.00
12-inch Sewer Pipe	6,900	lin.ft.	2.50	17,250.00
18-inch Sewer Pipe	2,010	lin.ft.	4.50	9,045.00
24-inch Sewer Pipe	24	lin.ft.	6.00	144.00
Extra for Pipe Under Pavement	230	lin.ft.	3.00	690.00
6-inch Perforated Rigid-Type Drain Pipe	1,890	lin.ft.	2.00	3,780.00
Special Backfill in Drains	250	cu.yds.	6.00	1,500.00
18-inch Culvert End Section	1	only	45.00	45.00
Concrete Manholes	7	only	350.00	2,450.00
Concrete Inlets, Type "D"	2	only	110.00	220.00
Concrete Inlets, Type "G"	40	only	125.00	5,000.00
Concrete Inlets, Type "G-1"	11	only	135.00	1,485.00
Adjustment of Manholes	3	only	50.00	150.00
Adjustment of Catch Basins	1	only	35.00	35.00
Concrete Curbs	320	cu.yds.	45.00	14,400.00
Concrete Surfacing	24	sq.yds.	3.50	84.00
Class "A" Concrete in Walls	55	cu.yds.	50.00	2,750.00
Metal Reinforcement in Walls	5,700	lbs.	0.14	798.00
Salvage and Reinstall Guard Rail	150	lin.ft.	1.50	225.00
Metal Guard Rail	660	lin.ft.	3.00	1,980.00
Rail End Pieces	6	only	5.00	30.00
Guard Rail Posts	20	only	8.00	160.00
Coarse Crushed Material in Base	100,900	tons	1.65	166,485.00
3/4" - 0 Material in Base	11,300	tons	1.75	19,775.00
Sprinkling	2,100	M-gals.	3.00	6,300.00

SS-1 Asphalt in Sprinkling	11,300 gals.	$ 0.25	$ 2,825.00
Preparation of Base	All Required		800.00
3/4" - 0 Material in Binder Course	580 cu.yds.	3.50	2,030.00
RC-250 Asphalt	90 tons	42.00	3,780.00
Class "B" Asphaltic Concrete	8,800 tons	6.00	52,800.00
Class "C" Asphaltic Concrete	12,200 tons	7.00	85,400.00
RS-1 Asphalt	26 tons	42.00	1,092.00
Extra for Paving Approaches	120 only	30.00	3,600.00
Illumination Installation Removal	All Required		200.00
			$472,733.50
Flagging (57½% of Contractor's Cost)	All Required		5,000.00
Signing (Temporary)	All Required		100.00
Seeding and Mulching	All Required		800.00
			$ 5,900.00

Utilities

Work by City of McMinnville	All Required	$ 1,800.00
Work by West Coast Telephone Co.	All Required	100.00
Work by Bonneville Power Adm.	All Required	600.00
		$ 2,500.00
	Subtotal	$481,133.50
	10% Engr. & Cont.	48,112.50
	Total	$529,246.00

Length of Roadway	2.002 Miles
Cost of Roadway Per Mile	$264,358.64

Federal Funds	$333,000.00
State Funds	196,246.00
	$529,246.00

Oregon State Highway Department

Federal Aid
Project No. F-122(14)

NORTH YAMHILL RIVER-MCMINNVILLE SECTION OF THE
PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 27, 1962

Type Code 6203
Roadway (Sta. 67+50 through Sta. 51+76.90 = 0+00 to Sta. 90+00)

Clearing and Grubbing	All	Required		$ 3,000.00
Removal of Pavement	4,500	sq.yds.	$ 0.50	2,250.00
Removal of Curbs	750	lin.ft.	0.35	262.50
Removal of Walks and Driveways	370	sq.yds.	0.50	185.00
Removal of Manholes	1	only	65.00	65.00
Removal of Catch Basins	20	only	25.00	500.00
Structural Excavation, Unclassified	90	cu.yds.	5.00	450.00
Drainage Excavation, Unclassified	3,200	cu.yds.	3.00	9,600.00
General Excavation, Unclassified	69,600	cu.yds.	0.60	41,760.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Rounding Cutbanks	7,750	lin.ft.	0.20	1,550.00
12-inch Concrete Pipe	870	lin.ft.	2.50	2,175.00
18-inch Concrete Pipe	72	lin.ft.	4.50	324.00
48-inch Concrete Pipe	12	lin.ft.	18.00	216.00
6-inch Sewer Pipe	44	lin.ft.	2.00	88.00
12-inch Sewer Pipe	6,900	lin.ft.	2.50	17,250.00
18-inch Sewer Pipe	2,010	lin.ft.	4.50	9,045.00
24-inch Sewer Pipe	24	lin.ft.	6.00	144.00
Extra for Pipe under Pavement	230	lin.ft.	3.00	690.00
6-inch Perforated Rigid-Type Drain Pipe	1,890	lin.ft.	2.00	3,780.00
Special Backfill in Drains	250	cu.yds.	6.00	1,500.00
18-inch Culvert End Section	1	only	45.00	45.00
Concrete Manholes	7	only	350.00	2,450.00
Concrete Inlets, Type "D"	2	only	110.00	220.00
Concrete Inlets, Type "G"	40	only	125.00	5,000.00
Concrete Inlets, Type "G-1"	11	only	135.00	1,485.00
Adjustment of Manholes	3	only	50.00	150.00
Adjustment of Catch Basins	1	only	35.00	35.00
Concrete Curbs	320	cu.yds.	45.00	14,400.00
Concrete Surfacing	24	sq.yds.	3.50	84.00
Class "A" Concrete in Walls	55	cu.yds.	50.00	2,750.00
Metal Reinforcement in Walls	5,700	lbs.	0.14	798.00
Salvage and Reinstall Guard Rail	150	lin.ft.	1.50	225.00
Metal Guard Rail	660	lin.ft.	3.00	1,980.00
Rail End Pieces	6	only	5.00	30.00
Guard Rail Posts	20	only	8.00	160.00
Coarse Crushed Material in Base	100,900	tons	1.65	166,485.00
3/4" - 0 Material in Base	11,300	tons	1.75	19,775.00

Sprinkling	2,100	M-gals.	$ 3.00	$ 6,300.00
SS-1 Asphalt in Sprinkling	11,300	gals.	0.25	2,825.00
Preparation of Base	All	Required		800.00
3/4" - 0 Material in Binder Course	580	cu.yds.	3.50	2,030.00
RC-250 Asphalt	90	tons	42.00	3,780.00
Class "B" Asphaltic Concrete	8,800	tons	6.00	52,800.00
Class "C" Asphaltic Concrete	12,200	tons	7.00	85,400.00
RS-1 Asphalt	26	tons	42.00	1,092.00
Extra for Paving Approaches	120	only	30.00	3,600.00
Illumination Installation Removal	All	Required		200.00
				$472,733.50
Flagging (57½% of Contractor's Cost)	All	Required		5,000.00
Signing (Temporary)	All	Required		100.00
Seeding and Mulching	All	Required		800.00
				$ 5,900.00
Utilities				
Work by City of McMinnville	All	Required		$ 25,500.00
Work by West Coast Telephone Co.	All	Required		400.00
Work by Bonneville Power Adm.	All	Required		600.00
				$ 26,500.00
	Subtotal			$505,133.50
	10% Engr. & Cont.			50,512.50
		Total		$555,646.00

Length of Roadway	2.002 Miles
Cost of Roadway Per Mile	$277,539.96

Federal Funds	$350,000.00
State Funds	205,646.00
	$555,646.00

Oregon State Highway Department

Federal Aid
Project No. F-122(14)

NORTH YAMHILL RIVER-MCMINNVILLE SECTION OF THE
PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 21, 1962

Type Code 6203
Roadway (Sta. 67+50 thru Equa. 51+76.90=0+00 to Sta. 90+00)

Clearing and Grubbing	All	Required		$ 3,000.00
Removal of Pavement	4,500	sq.yd.	$ 0.50	2,250.00
Removal of Curbs	750	lin.ft.	0.35	262.50
Removal of Walks and Driveways	370	sq.yd.	0.50	185.00
Removal of Manholes	1	only	65.00	65.00
Removal of Catch Basins	20	only	25.00	500.00
Structural Excavation, Unclassified	90	cu.yd.	5.00	450.00
Drainage Excavation, Unclassified	3,200	cu.yd.	3.00	9,600.00
General Excavation, Unclassified	69,600	cu.yd.	0.60	41,760.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Rounding Cutbanks	7,750	lin.ft.	0.20	1,550.00
12-inch Concrete Pipe	870	lin.ft.	2.50	2,175.00
18-inch Concrete Pipe	72	lin.ft.	4.50	324.00
48-inch Concrete Pipe	12	lin.ft.	18.00	216.00
6-inch Sewer Pipe	44	lin.ft.	2.00	88.00
12-inch Sewer Pipe	6,900	lin.ft.	2.50	17,250.00
18-inch Sewer Pipe	2,010	lin.ft.	4.50	9,045.00
24-inch Sewer Pipe	24	lin.ft.	6.00	144.00
Extra for Pipe Under Pavement	230	lin.ft.	3.00	690.00
6-inch Perforated Rigid-Type Drain Pipe	1,890	lin.ft.	2.00	3,780.00
Special Backfill in Drains	250	cu.yd.	6.00	1,500.00
18-inch Culvert End Section	1	only	45.00	45.00
Concrete Manholes	7	only	350.00	2,450.00
Concrete Inlets, Type "D"	2	only	110.00	220.00
Concrete Inlets, Type "G"	40	only	125.00	5,000.00
Concrete Inlets, Type "G-1"	11	only	135.00	1,485.00
Adjustment of Manholes	3	only	50.00	150.00
Adjustment of Catch Basins	1	only	35.00	35.00
Concrete Curbs	320	cu.yd.	45.00	14,400.00
Concrete Surfacing	24	sq.yd.	3.50	84.00
Class "A" Concrete in Walls	55	cu.yd.	50.00	2,750.00
Metal Reinforcement in Walls	5,700	lbs.	0.14	798.00

Salvage and Reinstall Guard Rail	150	lin.ft.	$ 1.50	$ 225.00
Metal Guard Rail	660	lin.ft.	3.00	1,980.00
Rail End Pieces	6	only	5.00	30.00
Guide Posts, PW-1	20	only	7.50	150.00
Coarse Crushed Material in Base	100,900	tons	1.65	166,485.00
3/4"-0 Material in Base	11,300	tons	1.75	19,775.00
Sprinkling	2,100	M-gal.	3.00	6,300.00
SS-1 Asphalt in Sprinkling	11,300	Gal.	0.25	2,825.00
Preparation of Base	All	Required		800.00
3/4"-0 Material in Binder Course	580	cu.yd.	3.50	2,030.00
RC-250 Asphalt	90	tons	42.00	3,780.00
Class "B" Asphaltic Concrete	8,800	tons	6.00	52,800.00
Class "C" Asphaltic Concrete	12,200	tons	7.00	85,400.00
RS-1 Asphalt	26	tons	42.00	1,092.00
Extra for Paving Approaches	120	only	30.00	3,600.00
Illumination Installation Removed	All	Required		200.00
				$ 472,723.50

Flagging (57½% of Contractors Cost)	All Required	$ 5,000.00
Signing (Temporary)	All Required	100.00
Seeding and Mulching	All Required	800.00
		$ 5,900.00

Utilities:

Work by City of McMinnville	All Required	$ 25,500.00
Work by West Coast Telephone Co.	All Required	400.00
Work by Bonneville Power Admin.	All Required	600.00
		$ 26,500.00

Subtotal	$ 505,123.50
10% Engr. & Cont.	50,511.50
Total	$ 555,635.00

Length of Roadway- - - - - - - - - - - - - -2.002 miles
Cost of Roadway per Mile - - - - - - - - -$277,539.96

Federal Funds- $ 350,000.00
State Funds- $ 205,635.00

$ 555,635.00

RECEIVED
FEB 11 1964

FORM 2-30 50M 12-63 54676
FOR FILING

[illegible]

6204

36-1056

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1964

SUBJECT: N. Yamhill River-McMinnville Section
Pacific Highway West
Contract 6204

To:

Mr. F. D. Morgan
Construction Engineer
Department

I recently submitted to you a request to install some asphaltic raised traffic markers on the subject project at the intersection of Lafayette Avenue. Attached is a copy of Sheet No. 4 of the plans on the subject project showing in red the area where we would like to install said markers. The estimated cost for the construction of these markers is $300.00.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

Approved 1/10/64
[illegible]
Asst. State Hwy. Engr.

Lowe type only

CONSTRUCTION DIVISION
RECEIVED
JAN 23 1964

original to Morgan
2-10-64

RECEIVED
JAN 20 1964
FOR FILING

January 20, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching on the North Yamhill River-McMinnville Section of the Pacific West Highway, Contract No. 6204, Project No. F-122(14) in Yamhill County, was completed December 31, 1963.

This work was authorized by Order for State Work No. 2 dated January 29, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
cc: J. Nash

RECEIVED
DEC 2 - 1963
FOR FILING

[illegible]

6204

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1963

SUBJECT: Asphaltic Concrete Pavement Overlays

To:
Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

This report concerns mainly four projects of a comparable nature where AC pavement was placed over existing concrete pavement. Each project will be considered separately regarding existing conditions prior to construction, problems of construction, controls used, and observed results. The projects are as follows:

I. REX HILL-NEWBERG SECTION, PACIFIC HIGHWAY WEST, C. C. Meisel, Prime Contractor, Babler Bros., Paving Subcontractor. Length, 3.21 miles. Grading and Paving.

(a) Section prior to construction was a two-lane portland cement concrete pavement. Pavement was somewhat out of shape throughout with the major distortion being at the easterly hill portion of the project.

(b) The specifications required widening to a four-lane section with a 19-inch base course on the portions outside the existing PCC pavement. A minimum of a 1-1/2-inch layer of AC pavement was to overlay the old PCC pavement and a thickness of 3-1/2 inches of AC pavement on the balance of the travel lanes.

(c) According to the Resident Engineer, there were no problems encountered out of the ordinary on the grading and surfacing operation. Specified compactions as required were obtained on both the grading and surfacing.

(d) Crushing and AC plant operations were normal.

(e) Contractor - Engineer relations were also reported normal.

(f) There was no specification regarding a patching course for leveling the existing PCC pavement. However, the Resident Engineer required the contractor to machine patch in several out of shape areas. Estimated total length of patching was approximately 1,000 lineal feet.

INITIAL
LLOYD H. SHAW

(g) As this was an overlay, grades were to be established as close as practical to the existing PCC pavement. These grades were established by multiple line profiles which would best fit the existing pavement.

(h) Construction grade control for the bottom or base lift of the AC pavement was established by setting grade stakes. The top of these stakes being set to elevations as determined by the previously calculated grade lines. The pavement laying machine then attempts to lay a mat which meets the top of these stakes and holds the proper grade in between them. (Where the original ground on which the machine travels is uneven, this is a difficult thing to accomplish.) The top lift of AC on this project was placed without aid of grade control but to its specified depth of 1-1/2 inches.

(i) From observance of the finished product, and its riding qualities, the eastbound inside lane would be considered to be the best with the eastbound outside lane also showing a good ride. The westbound inside lane could be considered as fair and the westbound outside lane having some unevenness and bumps especially at the easterly end of the project where the old PCC was roughest.

(j) Test results on AC compaction for the project are considered poor. There being quite a few below the specified limits. The exact reason for this has not been determined. Rolling equipment was standard and up to specifications. There appeared to be no problems concerning the AC mix itself. The Resident Engineer reported a hard, solid surfacing on which the AC was placed. It is possible the low compactions may be due to rolling methods.

(k) Riding over the project, it was noted that some of the joints were quite rough. The Resident Engineer stated that work still remains to be done on feathering to existing pavement at the ends of the project as these areas are quite rough.

II. NORTH YAMHILL RIVER-McMINNVILLE SECTION, PACIFIC HIGHWAY WEST, Babler Bros., Prime Contractor. Length, 2.0 miles. Grading and Paving.

(a) The section prior to construction was a two-lane PCC pavement. The pavement had some variation as to grade and crown but was generally in a fair condition.

(b) The specifications called for required widening to provide a four-lane' section with a 19-inch thickness of base course on portions outside the existing pavement. Plans called for a Class "C" Asphaltic Concrete to be used in patching exising holes and unevenness on the existing PCC pavement. There was some PCC existing pavement to be removed. A 3-1/2-inch thickness, on travel lanes, of Class "B" Asphaltic Concrete was to be placed on portions outside the PCC pavement limits and a 1-1/2-inch thickness of AC to cover the existing PCC pavement.

(c) No out of the ordinary problems were encountered on grading or surfacing and proper compactions as specified were attained.

(d) Crushing and AC plant operations were considered normal.

(e) Contractor - Engineer relations were also normal.

(f) Grade lines were established by means of line profiles being based as much as practical on the grades of the existing PCC pavement.

(g) Out of shape areas of the PCC pavement were patched and the laying of the AC pavement lifts was then started.

(h) Control of grade, crown, etc. for laying the AC pavement on all lifts placed to date was done by means of a tight stringline with control points not over 25 feet apart.

(i) This project is not fully complete as far as the pavement is concerned at this time, but its general appearance and riding qualities are considered good. Joints appear good in most cases. It is believed that if the present controls are continued, a good job will be obtained.

III. N. JEFFERSON JCT.-N. ALBANY JCT. SECTION, PACIFIC HIGHWAY, I-5S.
Page Paving Company, Prime Contractor. Length, 9.72 miles. Paving Project.

(a) This section involved the northbound lanes of the divided highway. The highway prior to construction was a two-lane PCC pavement which had suffered panel movement thus having a poor riding surface throughout.

(b) Specifications required a pumping of heavy asphalt under the existing PCC pavement in order to secure a more level section. Following this, 3-1/2 inches of Class "B" Asphaltic Concrete was to be placed in two separate lifts of 2 and 1-1/2 inches. This was primarily an overlay of the existing PCC.

(c) Handling of traffic was a problem but was well worked out. Other problems were only considered as normal to any like project.

(d) After the existing PCC slabs had been leveled, the Resident Engineer ran a multiple line profile and established his grades from it. Grades were established for the bottom lift on the roadway by means of spikes and stringline and this first lift of AC placed acted as the leveling course. The top lift was placed without stringline to its specified depth of 1-1/2 inches.

(e) Rolling equipment was considered normal but was checked out for specifications and found to require some additional adjustments as to weight, etc. Compaction results showed the product to be substantially within specifications.

(f) Riding qualities and general appearance are considered good for this project.

(g) Contractor - Engineer relations appeared to be normal.

(h) Inspection was discussed and observed during the progress of the project. On this project inspection appeared adequate.

IV. BASKETT SLOUGH-RICKREALL SECTION, PACIFIC HIGHWAY WEST. Salem Road & Driveway Company, Contractor. Length, 1.5 miles. Grading and Paving.

(a) This section prior to construction was a two-lane highway with a PCC pavement which would be considered a rough riding surface with some distortion.

(b) Specifications required widening with 20-1/2 inches of surfacing outside the existing PCC and 3-1/2 inches of AC to be placed over the entire travel lanes of the roadway in two lifts, 2 inches as a base course and 1-1/2 inches top course.

(c) According to the Resident Engineer, there were no problems over normal on grading and surfacing and all compactions and specifications as required were obtained.

(d) Contractor - Engineer relationship was normal.

(e) There was no specification as to patching over the existing PCC pavement; however, it was considered in this case the bottom lift of AC substantially acted as a leveling course.

(f) Grade control was attained by first running a multiple line profile and from this establishing construction grades. Field control for the top of each AC lift was attained by use of grade stakes or pins set at intervals of not over 25 feet and then using a tight stringline. This system of stringline was used on each lift of AC. The use of Swede levels was also incorporated into this project in order to determine high and low areas of the existing pavement.

(g) Inspection as far as could be ascertained was adequate for the most part.

(h) Appearance of the completed project is generally good. Riding qualities were considered good. There were a few isolated areas where slight undulations were apparent and visually there appeared to be a few long swells or dips. These swells or dips were not noticeable as far as riding quality was concerned and could not have been taken out with the planned section of overlay.

CONCLUSIONS

The results of the investigation of these comparable projects indicate numerous areas of inconsistency in both location and construction. Until these are corrected, a first-class product will not be achieved.

The following discussion lists the discrepancies observed along with recommendations for correction.

I. PLANS AND SPECIFICATIONS

(a) In the case of the Rex Hill-Newberg Section, plans and specifications did not allow for a leveling course of AC to smooth up the existing pavement prior to final AC lift. A Price Agreement from the Resident Engineer and Division level would probably have been in order to alleviate this situation. I would recommend that in all cases of overlays, a smoothing or patching course be specified. Blade patching is recommended for abrupt discrepancies while machine method may be adequate for long, shallow patching and smoothing needs. Where patching depths are over 2-1/2 inches, two or more lifts should be required as it is difficult to establish a true grade in deep lifts due to loss in depth due to compaction. It is also recommended that the smoothing or patching course of AC be a "C" mix, this to allow for closer control on feathering.

(b) Some Engineers suggested that part of the roughness of AC pavement could be attributed to old loose and worn out equipment used by contractors. This no doubt could be true. According to Section 2.18.14 of our General Specifications the Engineer has the right to insist that equipment used be in a satisfactory condition. This item will be taken up during the instruction classes this winter.

(c) The use of electronic devices on laydown machines was discussed. It is believed that the electronic device definitely has its advantages in certain places as a control. It would be recommended that the device be required but to be used at the discretion of the Engineer.

(d) It is believed there may be some laxity in the amount of rolling equipment required. Also through discussion with the Engineers, it is questionable whether some have checked the equipment to see if requirements are being met. It is believed that this is a major factor in securing adequate compactions. Also, rolling procedures appear to be a problem. This problem also will be a topic of discussion at the instruction classes this winter.

II. FIELD CONTROL

This is the area in which the largest discrepancy in standard procedure seems to lie. Each Engineer operates somewhat differently. A certain degree of difference is justified to fit the conditions of the project; however, a standard pattern as a basis does not seem to prevail.

(a) In the projects studied, all Engineers appear to have obtained adequate grading and surfacing requirements under normal conditions. All have used the method of multiple level lines to establish construction grade lines. From here on, however, the pattern changes. Construction control for grade, crown, etc., varies. Some use only grade stakes. Some use grade stakes with stringline control throughout on all phases. Some use a combination. One Engineer has gone further and employs the use of Swede levels, especially in areas of changing grade line conditions such as roadway intersections and unusual conditions or variation. This is highly commendable for in proper usage of the Swede level method, more accurate results may be obtained than in the conventional method. It also has its advantages in determining high or low places in existing pavement.

Considering all conditions observed and the specifications and plans as set up, there was no question as to which method had obtained the best results.

Riding qualities and general appearance were considered generally better in cases where full control from bottom to top was used. The only question is whether even this control by stringline on each lift to secure the results desired is adequate.

Results as attained by PCC where outside forms or rails are established at exacting elevations probably would be considered best; however, compactions and also economics enter the picture and it is questionable at this time if this method is desired. There is, however, another method which employs the use of a device which is adjustable for line and grade and uses steel wire as the control. This is now being made commercially or could be shop constructed if desired. It is recommended that a control such as this be tried and that the control be exercised on all lifts of the AC pavement operation.

Joints, neat lines and feathering of lifts appears to need attention. Many rough joints were prevalent on the projects investigated. This is a field problem of construction and inspection. The use of 10-foot straight edges and stringline is recommended on inspection and more workmanship effort by the contractor should be required.

Contractor - Engineer relations on all projects appeared to be normal.

Inspections were discussed and it is believed there can be an overall improvement made. Grading and surfacing work has improved through the use of field testing control. Workmanship on the AC laydown needs improvement. Plans are being made at present for instruction classes for Resident Engineers and inspectors in which all testing and inspection work will be discussed. It is anticipated that these classes will tend to improve both the inspection personnel and the projects. Although improvement has been made, there still remains a shortage of well-trained inspectors.

F. D. Morgan
Construction Engineer

By

John H. Walker
Field Testing Engineer

RECEIVED
DEC 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

JHW:fp
cc Lloyd Shaw

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FORM 2-30 50M 3-63 49807

36-1056

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1963

6204

SUBJECT: N. Yamhill River-McMinnville Section
U. S. 99 West Highway
Contract No. 6204
W. C. (Buck) Musselman

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Department

As directed by your letter of October 11, in company with Resident Engineer Harris I personally contacted Mr. Musselman this date regarding the problem of his road approach to the subject project.

The area in front of Mr. Musselman's store, which he has used in the past for driveway purposes, varies from nothing to approximately a foot and a half above the new sidewalk grade. To make the proposed driveway usable, the biggest part of this area will have to be lowered. This would cover the major portion of the area from the store to the sidewalk, leaving the remainder of the area unusable for any practical purpose.

It was agreed at our meeting that Mr. Musselman, the contractor and the Resident Engineer would get together and devise a plan of reshaping the entire frontage, with the State paying for all of the work involved in revising the driveway and Mr. Musselman paying for the additional work in the shaping up of the remaining area. If all the work is performed at the same time, the cost to Mr. Musselman should be very nominal.

R. D. Asburry

R. D. Asburry
Division Engineer

NOTED
LLOYD P. SHAW

RDA:AM
cc Mr. R. M. Harris

RECEIVED
OCT 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
October 11, 1963

US99W in McMinnville
Yamhill County
Contract No. 6204

Mr. R. D. Asburry
Division Engineer
Building

W. C. (Buck) Musselman, who operates Bucks Sporting Goods at 19th and Pacific Highway in McMinnville, was in my office October 10 at 1:15 p. m. regarding his driveway.

It was impossible to determine, without more information, what could be done to improve what Mr. Musselman believes will be an unusable driveway approach. Will you please arrange to have someone contact him to determine whether any serious condition exists and, if this is so, what can be done to better the situation.

Mr. Musselman's telephone number is 472-7619 and if the contact with him is after business hours, the same number will reach him at his home.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

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MAY [illegible] 1963
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GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 17, 1963

Water and Light Department
City of McMinnville
3rd and Cowl Streets
McMinnville, Oregon

ATTENTION: Mr. Alan H. Jones

Re: Power & Water Line Adjustments
City of McMinnville
N. Yamhill R.-McMinnville Section
Pacific Highway West
Yamhill County
Project No. F-122(14)
Contract no. 6204

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of May 16, 1963.

At least three days prior to beginning work please contact Mr. Ross M. Harris, Resident Engineer for this project, P. O. Box 411, McMinnville, Phone 472-6414, so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to May 16, 1963, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:bjh

cc: L. P. Shaw ✓
A. W. Parsons
L. H. Young
C. H. Maison
R. D. Asburry
Ross M. Harris
F. W. Sugnet

RECEIVED
MAY 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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477 Cottage Street, N. E.
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

May 16, 1963

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project F-122(14), N. Yamhill River-McMinnville Section
City of McMinnville Utility Adjustment

Our memorandum dated November 26, 1962 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

Mr. Porter's December 5, 1962 letter was accepted in lieu of an agreement between the above-mentioned City and the State Highway Commission. We now approve your Staff Attorney's December 12 & 13, 1962 letters and the plans and estimate for that portion of city-owned adjustments furnished with Mr. Young's letter dated May 1, 1963.

You are authorized to proceed with preparatory work for this utility adjustment effective November 26, 1962, the date of program approval for this project. Our program memorandum dated November 27, 1962 inadvertently overlooked this authorization. You now are authorized to proceed with actual adjustments for the above-mentioned city-owned utility adjustments effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
MAY 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Litchfield
5-21-63

NOTED
LLOYD P. SHAW

RECEIVED
FEB 15 1963

FOR FILING
F-122 (14)
6614

477 Cottage Street, N.E.
Salem, Oregon

February 11, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project F-122(14)
N. Yamhill River-McMinnville Section
State Force Order No. 2
Total estimated cost - $800.00
Federal participation - $480.00

Reference is made to your letter dated February 8, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED
LLOYD P. SHAW

original To Young - attachment
2-15-63

RECEIVED
FEB 8 - 1963
FOR FILING

F 122 (14)

February 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account Nos. 224-236, covering seeding and mulching on the N. Yamhill River-McMinnville Section of the Pacific West Highway in Yamhill County, Contract No. 6204, in connection with Federal-Aid Project No. F-122(14).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this Order on actual cost basis under the provisions of FPM 21-4.3 is requested.

The total estimated amount of the Order is $800.00, with Federal participation of $450.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
JAN 21 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

January 17, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project F-122(14)
N. Yamhill River - McMinnville Section
Bonneville Power Administration
Utility Adjustment

Our memorandum dated November 26, 1962 approved the P.S. & E. documents for the physical construction phase of the subject project.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated December 13, 1962, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated December 18, 1962, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated January 10, 1963.

Our program memorandum dated November 26, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date, which is the first adjustment included in the project estimate so authorized to proceed. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
JAN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
1-21-63

RECEIVED
JAN 10 1963

FOR FILING

6214

January 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

N. Yamhill River-McMinnville Section
Pacific West Highway, Yamhill County
Project No. F-122(14)

Dear Sir:

Herewith are the following data covering adjustment of Bonneville Power Administration facilities in connection with construction of the subject project:

1. Two copies of the estimate of cost prepared by the Administration for making the adjustments.

2. Two copies of the sketch showing adjustments to be made.

This completes the agreement between the State and Administration. Copies of our Staff Attorney's letter dated December 13, 1962, which describes the conflicts and establishes the obligation of the State to reimburse the Administration were submitted December 18, 1962.

Your approval of the agreement between the State and Administration as evidenced above and authorization to proceed with the work as of this date under the provisions of FPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lb

RECEIVED
JAN 9 1963
FOR FILING

F-122(14)
6204

January 9, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the North Yamhill River-McMinnville Section of the Pacific West Highway in Yamhill County, Contract No. 6204, in connection with Federal-Aid Project No. F-122(14).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
JAN 9 1963

FOR FILING

6204

January 9, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering construction signing on the North Yamhill River-McMinnville Section of the Pacific West Highway in Yamhill County, Contract No. 6204, in connection with Federal-Aid Project No. F-122(14).

This work is necessary for the direction and guidance of traffic during construction. It does not include lights, warning signs and barricades required of the contractor for the safety of traffic and workmen. Funds are included in the project authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:mmb
Enc.

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DEC 21 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6204

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 21, 1962

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on December 20, 1962, awarded to you State Highway Contract No. 6204 for the following project:

Grading and paving on the N. Yamhill River-McMinnville Section of Pacific Highway West in Yamhill County.

This award was based on your low bid of $509,816.70 which was submitted to the Commission on December 18, 1962, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Frank Morgan
L. M. Young
R. C. Savage (SIAC)

REC[illegible]
FOR [illegible]

F-122(14)

477 Cottage Street, N.E.
Salem, Oregon

December 20, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-122(14)
North Yamhill River-McMinnville Section
Grading and Paving

As requested in Mr. Hardie's letter of today advising that all rights-of-way or rights-of-entry have been acquired for the above project, we hereby concur as of this date in award of Contract No. 6204 to Babler Bros., Inc., of Portland, Oregon, low bidder in the amount of $509,816.70 at the December 18, 1962 bid opening.

To Mr. Litchfield's December 18, 1962 letter were attached copies of the Staff Attorney's letters to utilities involved in this project. As stated in our November 26, 1962 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

The formal statement concerning proposed traffic control measures as requested by our November 26, 1962 letter, and in accordance with Instructional Memorandum 21-10-60, were covered satisfactorily by Mr. R. L. Porter's letter of December 5, 1962.

NOTED
R. L. PORTER

[illegible] F. SHAW

original To Young
12-26-62

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DEC 5 1962
FOR FILING
F-122(14)
[illegible]24

December 5, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Oregon Project F-122(14)
North Yamhill River-McMinnville Section
Grading and Paving

Dear Mr. Parsons:

In reply to your memorandum of November 22, 1962, regarding traffic control regulations in connection with the subject project, this is to advise you that under the terms of ORS 483.044 (pages 134 and 135) and ORS 483.346 (page 146), Oregon Highway Laws, the Highway Commission has the right to regulate and control traffic signals, signs, etc., and also the right to control parking regulations on state highways within cities. Any future changes in any of the above regulations must have prior approval of the State Highway Commission and the Bureau of Public Roads in accordance with the provisions of IM 21-10-60.

It is hoped that the above explanation is satisfactory and that you will concur in awarding a contract if a successful bid is received.

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

JDG:mm

Forrest Cooper
cc: L. H. Young
Val Johnson
H. S. Cox

RECEIVED

WATER AND LIGHT COMMISSION
L. F. RAMSEY, CHAIRMAN
F. H. WINDISHAR
GLEN L. ROWELL
H. B. DAVIS
FOREST O. GARRIGUS

WATER AND LIGHT DEPARTMENT
City of McMinnville, Oregon

ALAN H. JONES
GENERAL MANAGER

MARY KOCH
CLERK

F-121(14)

6234

November 28, 1962

Mr. Forest Cooper
Oregon State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

This letter will serve to notify you that at a meeting of the Water and Light Commission held today, as General Manager I was authorized to inform you that by proper action the Commission authorized and directed me to re-locate the water line and the power line between 17th Street and the North Yamhill River Bridge on Highway North 99W through McMinnville in connection with the Oregon State Highway Department highway widening program. The cost and expense of the re-location of the power line and of the water line is to be paid by the Water and Light Department of the City of McMinnville.

It is my impression that the Oregon State Highway Department intends to reimburse the Water and Light Department of McMinnville for the cost of re-locating certain poles, wires, and pipe at the intersection of 17th Street and State Highway 99W. We would appreciate your advice on the matter and would be willing to meet with one of your representatives at any time to solve that problem.

Mr. L. F. Ramsey, Mayor of the City of McMinnville, has advised me that there seems to be some misunderstanding between the Water and Light Department and the Oregon State Highway Department concerning the re-location of this pipeline and power line, and I wish to assure you and the members of the State Highway Commission that the City Water and Light Department will cooperate with you in the future as it has always done in the past in connection with these mutual problems.

Mr. Eugene E. Marsh, City Attorney, has informed me of his conversation with you this afternoon, and in order that we may clarify any misunderstanding that might exist, I surely would appreciate a conference some time in the future, and to have Mr. Marsh accompany me, and I would be pleased to meet with any of your representatives who might be involved with our misunderstanding. It seems to me that it is rather a lack of communication than a true misunderstanding, and all parties involved have been working for the best interests of the people whom they represent, and I am sorry if there is any opinion among your staff as to a lack of cooperation on my part.

Porter - Your baby

Sincerely yours,

Alan H. Jones

Alan H. Jones
General Manager

AHJ:MK

RECEIVED
NOV 30 1962

~~FOR FILING~~
F-122(14)

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 26, 1962

By:

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

M. E. Martin
District Engineer

Oregon Project F-122(14)
North Yamhill River-McMinnville Section
Grading and Paving

P. S. and E. documents for the subject project have been reviewed and are hereby approved subject to deletion of the PW-1 guide posts opposite Station 58+75. These guide posts should be replaced with a suitable barrier. This was discussed with Frank Hall of your office. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's November 21, 1962 letter except for two parcels on which condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Your November 21, 1962 status of preparatory work for utility adjustments indicates that delays may be anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate and further advice on status should be furnished prior to our concurrence in award of contract.

Exchange of correspondence with the city of McMinnville will be acceptable for a utility agreement for this project since a major portion of the improvement involves existing State Highway rather than city street right-of-way. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

It is noted in your November 21, 1962 status report that the revised estimate for the reimbursable utility work by the city of McMinnville is $1000.00. This change should be made in the contract estimate.

Since a City-State agreement is not required it will be necessary that you furnish this office a formal statement in accordance with Instructional Memorandum 21-10-60 describing proposed traffic control measures prior to our concurrence in award of subject project.

STATE HIGHWAY ENGINEER
OFFICE OF
NOV 29 1962

Original To
Young
11-29-62

NOTED
R. L. PORTER

Mr. Cooper

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NOV 2[illegible] 1962
FOR FILING

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WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

F-12:([illegible])

[illegible]04

November 21, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

COPY

Dear Sir:

Right of Way Status
North Yamhill River-McMinnville Section
Pacific Highway West
Yamhill County

All right of way or rights of entry for this project have been obtained except the following files which are being processed in condemnation:

File No. 34248 - Fenton	$2,150
File No. 34524 - Elliott	3,625
TOTAL	$5,775

No property improvements are situated upon the areas required for this project; therefore, no delay in entry or occupancy by the contractor is to be anticipated.

It is our intent to have completed filings on the two unsettled parcels on or before the date of bid opening. No displacements of families or businesses occurs as a result of this project.

Very truly yours,

L. I. LINDAS
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:sm
Forrest Cooper ✓
cc L. I. Lindas
L. H. Young

NOV 2[illegible] 1962

NOTED
FORREST COOPER

RECEIVED
AUG 28 1962
FOR FILING

F-123(N)

[illegible]

Salem, Oregon
August 28, 1962

Advance Prefix

Mr. W. T. Wright
Right of Way Engineer

OFFICE

The following prefix is assigned in advance of BPR authorization to begin acquisition of right of way:

Prefix 36-2508 North Yamhill River-McMinnville Section of the Pacific Highway West in Yamhill County. The approximate limits are from Station 7 to Station 89 as set out on map 8B-24-2.

The acceptance of options and the filing of condemnation suits should not begin until Bureau approval is received.

L. H. Young
Office Engineer

JAH:ra

RECEIVED
AUG 15 1962
FOR FILING
F-122([illegible]

August 15, 1962

Mr. Joe W. Dancer
City Administrator
City of McMinnville
McMinnville, Oregon

Dear Mr. Dancer:

In your letter of August 10 you inquire as to the status of the project for reconstruction of a section of US 99 W from the North Yamhill River to McMinnville.

Mr. R. L. Porter, Assistant State Highway Engineer, has advised me that although the project is programed, funds have not yet been made available by the National Congress. We hope that Congress will pass the necessary legislation during the present session. Purely as a guess it appears that the project might get underway early in 1964.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: R. L. Porter

RECEIVED
AUG 14 1962
FOR FILING

Corr.
[illegible]
Pac Hwy W.

Salem, Oregon
August 14, 1962

Mr. Floyd Query
Secretary
Building

Lafayette Detour

Reference is made to the letter from Joe W. Dancer, City Administrator of McMinnville, concerning the plans of this Department to reconstruct the Pacific Highway West from the North Yamhill River to McMinnville.

This project was programmed by the Highway Commission with the thought that it would be financed with 1964 fiscal year federal-aid funds. These funds have not, as yet, been made available; but it is expected that Congress will pass the necessary legislation during the present session. As soon as monies become available, something more definite can be done in scheduling. About the only estimate I can make at this time, is probably early in 1964.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

Attachment

CITY OF
McMinnville
McMINNVILLE, OREGON

August 10, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

Dear Mr. Query:

Our City Council has asked that I write a letter of inquiry to you regarding proposed plans to reconstruct a section of Pacific Highway West from the North Yamhill River to McMinnville.

It was our understanding after the hearing which was held in February that this project would be let for bids in the spring. Then we understood that this item had been tabled and possibly would be brought up again for bid letting in July or August. Several citizens have been making inquiries at this office and we are wondering what the status of this project is at the present time.

I would appreciate any information that you might be able to furnish us. Thank you.

Sincerely,

Joe W. Dancer
Joe W. Dancer
City Administrator

JWD/rb

NOTED
FLOYD QUERY

NOTED
R. L. PORTER

RECEIVED
AUG 13 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 15 1962
FOR FILING

March 13, 1962

Mr. Donald Trask
Route 1, Box 654
Tillamook, Oregon

Dear Mr. Trask:

We have your letter regarding the proposed Yamhill River-McMinnville Section of the Pacific Highway West and; also, your comments on the condition of the Three Rivers Highway.

Selection of projects for construction is made by the Highway Commission only after exhaustive study of need and of benefit to the greatest number of the traveling public. The high traffic count on the Yamhill River-McMinnville Section reveals the necessity for providing a four-lane facility to adequately handle traffic on this very important artery.

We are aware that the Three Rivers Highway is in need of reconstruction; however, limited funds for this class of highway construction renders it imperative that the money for improvement be spent where the traffic demand shows the greatest need.

We thank you for your letter and certainly wish that it were possible that your suggestions could be followed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

A. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
G. S. Paxson
F. B. Morgan
J. D. Walker

JDW:am:ajw

NOTED
J. D. WALKER

Mr. J. D. Walker
Div. Eng.

Sir:

I am not in the habit of writing letters & I know this one wont alter anything but the enclosed article was too much for me. I haul logs from Tillamook over your indicated route to my logs Dump & pay your 10¢ a loaded mile plus the taxes & I can't understand what you hiway officials think with to spend money on the roads around Mac with that cow trail between

Hebo + Valley Junction
is too much for me.
~~It is also~~ That Road
is a disgrace to the
state of Ore. Some places
two trucks can scarcely
pass. You should just
try wheeling a load of
logs over that or just
as bad - coming back
empty at night. The
state shouldn't, by
rights, even charge
any P.U.C. fees for that
stretch. Yours truly
Donald Trask

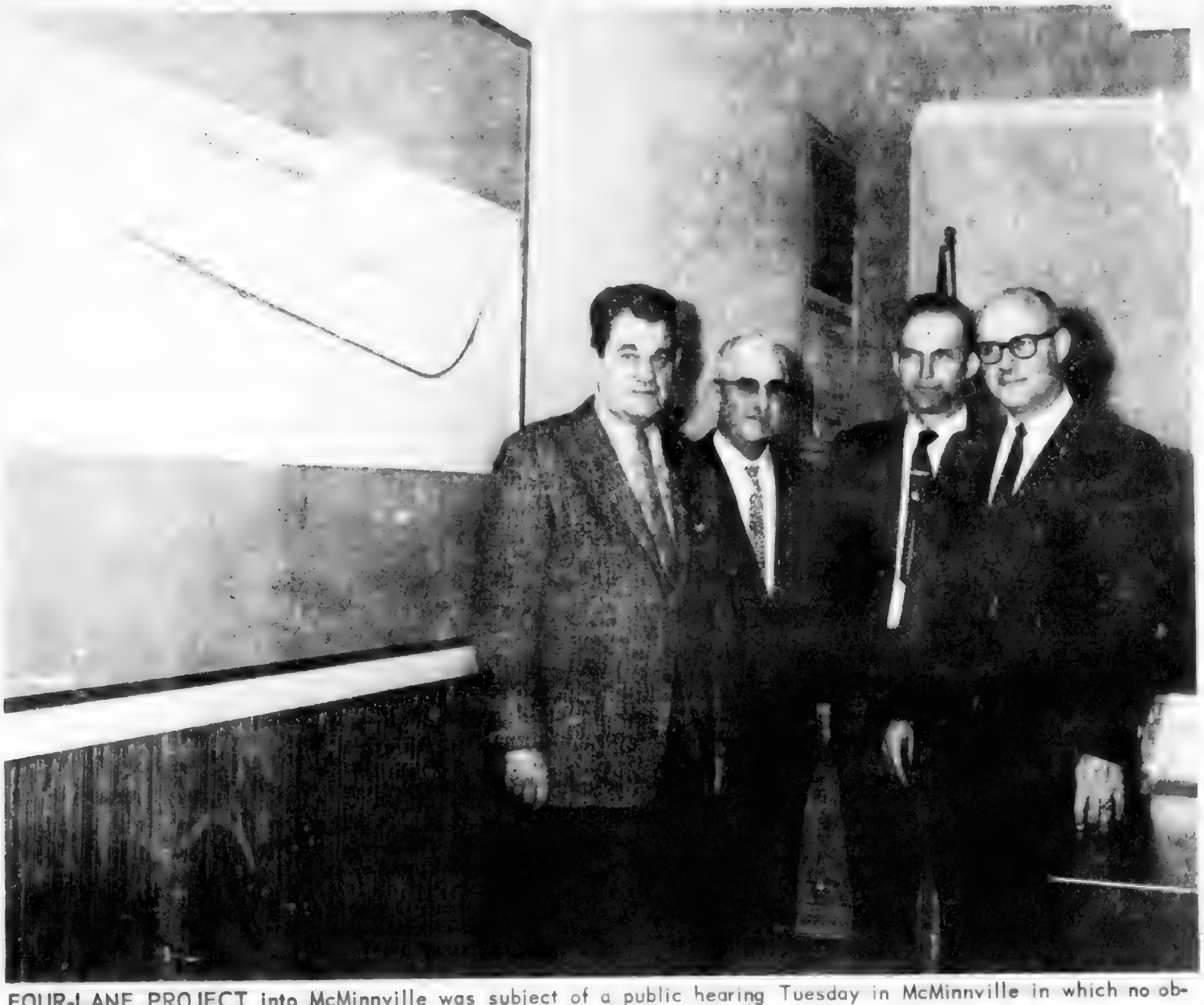
Four-Lane Widening Project Gets

The News-Register

NEWS-REGISTER, McMINNVILLE, OREGON, FRIDAY, FEBRUARY 23, 1962

FOUR-LANE PROJEC
jections were heard. W
Harris, state highway
highway department; W
state highway engine

ect Gets No Opposition At Hearing



FOUR-LANE PROJECT into McMinnville was subject of a public hearing Tuesday in McMinnville in which no objections were heard. With an overall map of the project, slated to get underway this summer, are (left to right) Ross Harris, state highway department resident engineer in McMinnville; J. D. Walker, division engineer with the state highway department; Willis Grafe of the Bureau of Public Roads; and Victor Wolf, administrative assistant to the state highway engineer. (N-R Photo 855A)

11-Minute
Meet See
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McMinnville Ma
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(Continued on P

n At Hearing

McMinnville in which no ob-
mmer, are (left to right) Ross
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11-Minute Meet Sees No Dissent

Objections were non-existant at an 11-minute public hearing Tuesday before Oregon State Highway commission representatives paving the way for McMinnville's four-lane highway from the Yamhill river bridges into the city. The hearing was opened at 2 p.m. and closed at 2:11 p.m.

A special meeting, attended by J. D. Walker, divisional engineer with the highway department, and Ross Harris, state highway resident engineer in McMinnville, before the city council last week "cleared the air of a lot of objections" to to the project. More than 40 persons, most of them directly affected by the widening project along the highway, attended the meeting and had their questions about the project answered.

Short length of the public hearing came about because only seven people appeared, with none voicing objection to the widening job. Conducting the hearing was Victor Wolf, administrative assistant to the state highway engineer; Cecil Head and Lee Gatlin, assistant secretaries to the highway commission; Willis Grafe of the Bureau of Public Roads; and Walker and Harris. The McMinnville resident engineer was given credit for location of the project.

Harris reported that estimated cost of the project is between $450,000 and $500,000. It will take approximately five months to complete the job, for which letting of the construction contract is tentatively set for April. There will be no detours around the construction project, but "there will be some minor delays," Harris stated.

McMinnville Mayor L. F. Ramsey, speaking at the hearing, said that the project has been studied and that the coun-

(Continued on Page 2)

Widening Of 99W Brings No Objections At Hearing

(Continued from Page 1)

cil is satistied with the project as it has been outlined. He also made application for the city to have the dirt from the project if the state approves. He pointed out this would be used in the city's new Wortman park on Lafayette avenue.

Only other speaker during the hearing was James Standard, McMinnville banker, who expressed his and the McMinnville chamber's gratitude for adjustments on the project. He pointed out that many people in the community, including himself, have worked several years to see this section of four-lane highway constructed. Stanard said "a dream of several years is being fulfilled with this widening."

Scheduled in the project is overall widening of Highway 99W from the Yamhill river bridges, near the junction of 99W with Highway 47, to connect with the divided Baker and Adams street sections within the city limits. Harris explained at the Tuesday hearing that the roadway will be 68-feet in width, including four 12-foot driving lanes, a four-foot median strip and eight-foot parking areas on each side of the road. The center of the widened roadway will be the same as the center at the present time. Curbs will be installed along built-up areas.

Jiggle bars only an inch high will comprise the median strip along the entire length of the nearly-two mile project, with the exception of a 16-foot turn refuge at Lafayette avenue and another such refuge at the junction with the Baker Creek road.

At the special hearing last week, it was emphasized that these jiggle bars are a type that are easily crossed and are there merely as a safety factor to alert "wandering motorists" who might hit them. The bars will sit at a 35-degree angle and will be spaced eight-feet from center to center.

A suggestion at the special meet was carried through by the state highway planners. This was elimination of a 16-foot refuge section at the McMinnville end of the project providing for cars turning left from the highway onto 17th street. It was felt that not enough traffic used 17th street to warrant the space-consuming refuge. This move also solves some of the problems faced through crowded conditions at this particular intersection.

Prior to the 11-minute Tuesday afternoon hearing, representatives from the highway department talked with people desiring information about the project. Again pointing out the effect that the special meeting last week had on the public's ideas of the proposed construction was the fact that only "about half a dozen" people wanted information.

RECEIVED
MAR 11 1962
FOR FILING
F-122(14)

March 12, 1962

Oregon State Highway Commission

Gentlemen:

The survey on the North Yamhill River-McMinnville Section of the Pacific Highway West has been completed. The public hearing was held in McMinnville on February 20, 1962, and there were no objections to the plans or to the project.

You have approved $600,000 in Program 7 for construction and right of way on this project. The length of this section is 2.12 miles and I am attaching a map for your information.

Your approval of this survey and authority to purchase the necessary rights of way is recommended.

This matter will be on the agenda for your consideration at the April 13 meeting.

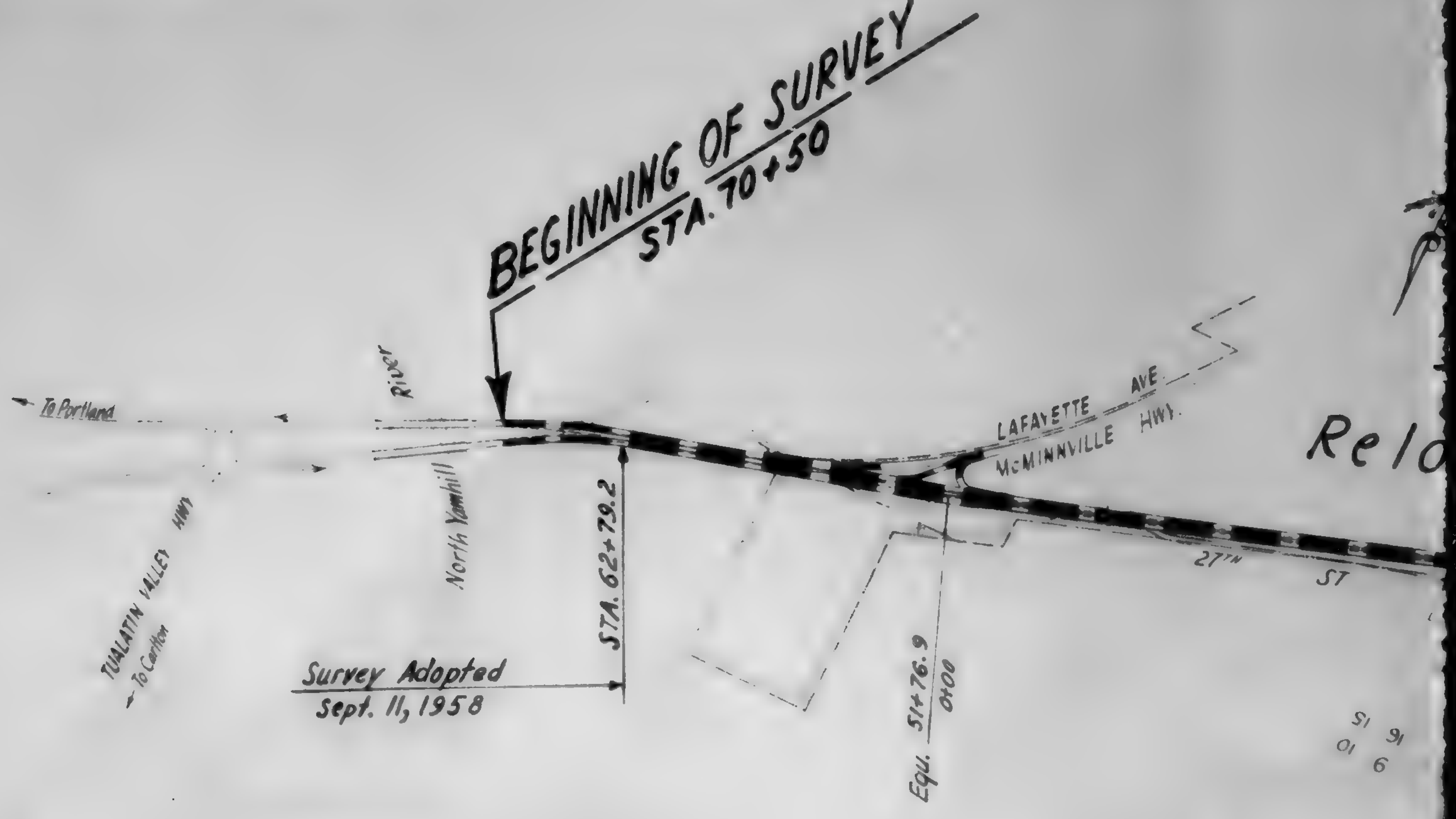
Very truly yours,

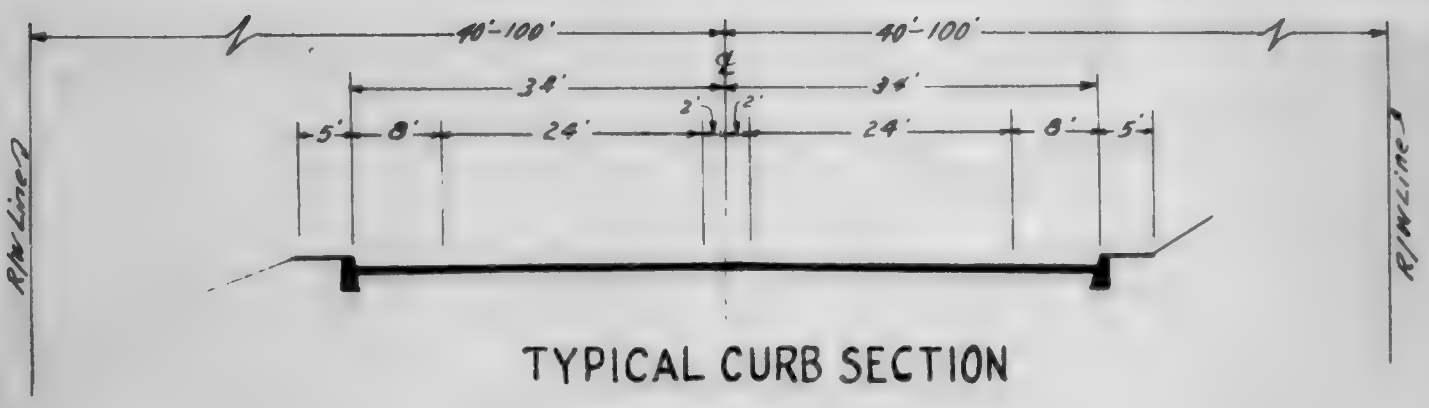
Forrest Cooper
State Highway Engineer

Encl.

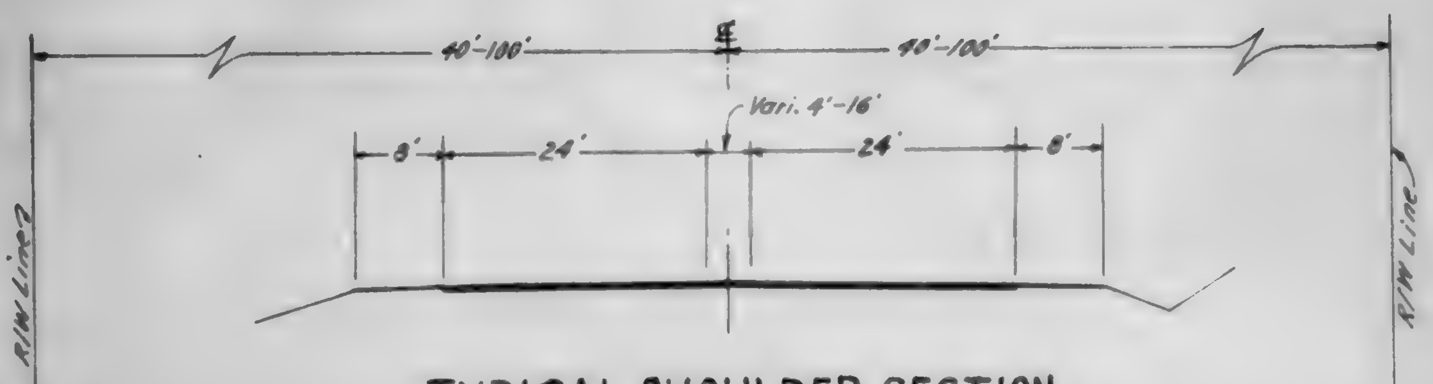
cc Mr. R. L. Porter
Mr. F. D. Morgan
Mr. W. T. Wright

DJB:jd hlb





TYPICAL CURB SECTION



TYPICAL SHOULDER SECTION

Public Hearing
System Action
County
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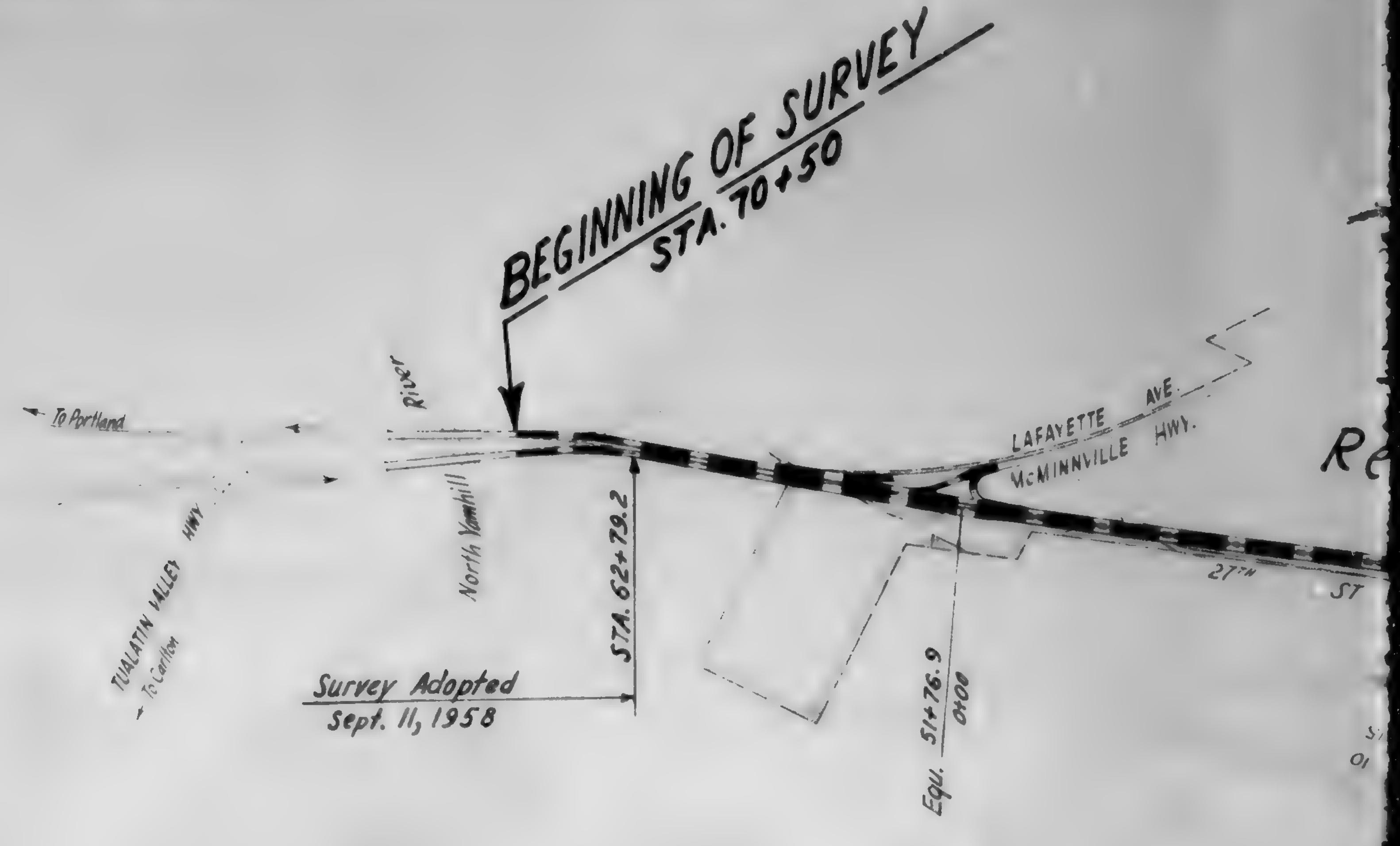
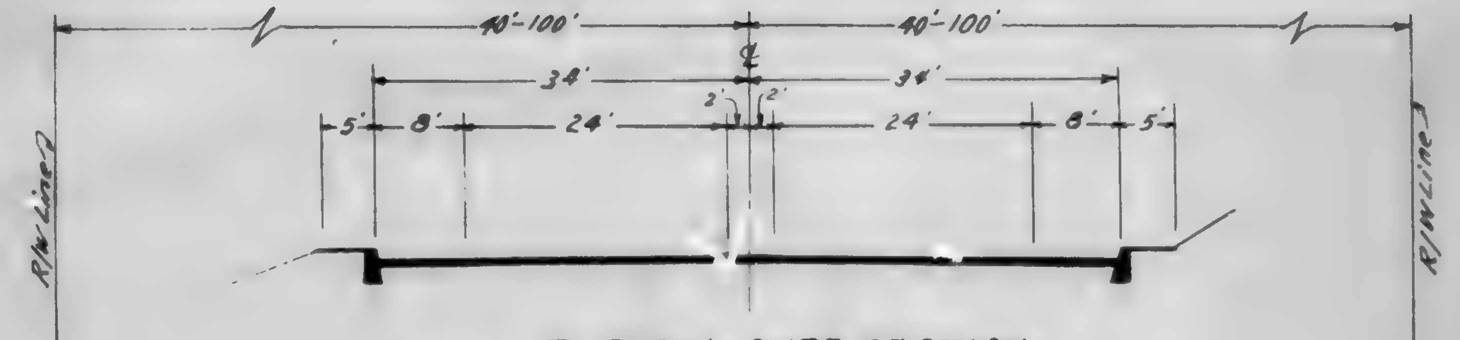
Bureau of
Throughway Res
Access Control

DEPUTY STATE

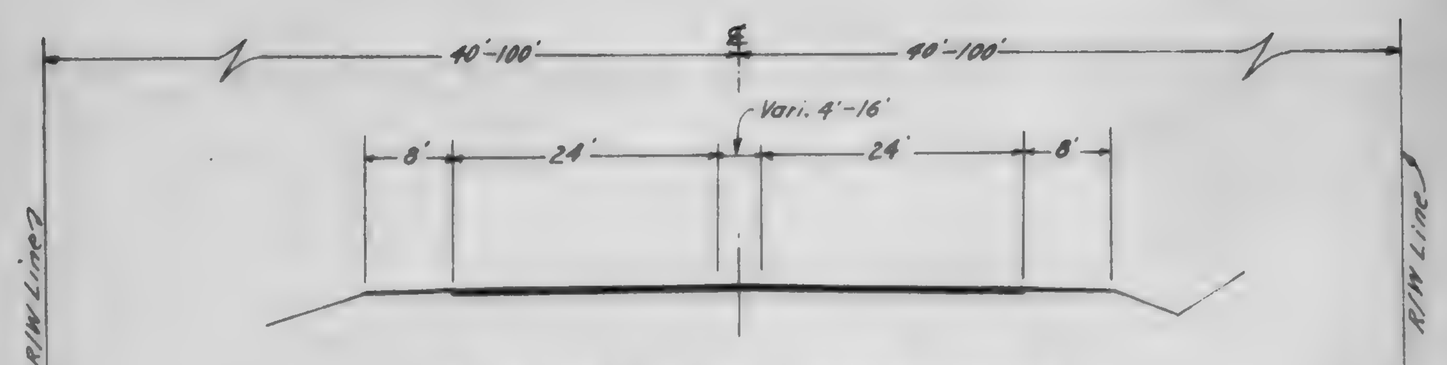
DATE

2.12 Mi.





TYPICAL CURB SECTION



TYPICAL SHOULDER SECTION

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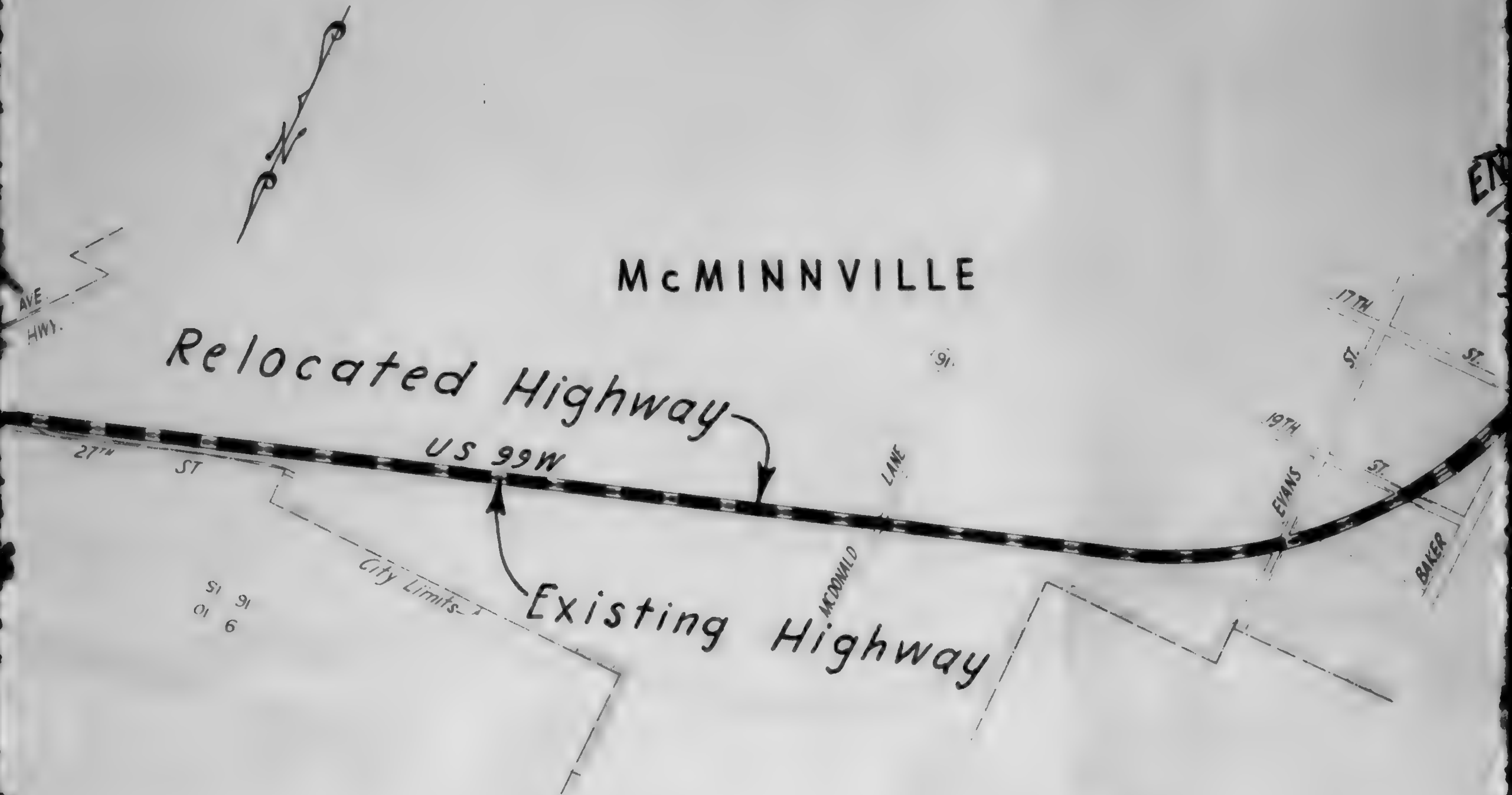


Public Hearing — — — — — — — HELD FEB. 20,1962

System Action

County — — — — — — — — NONE REQUIRED

State Highway Commission — NONE REQUIRED

Bureau of Public Roads — NONE REQUIRED

Throughway Resolution Adopted — — NOV. 3,1948

Access Control — — — — — — — — LIMITED

APPROVED

G. A. Duncan

DEPUTY STATE HIGHWAY ENGINEER

MAR 8 1962

DATE

OREGON STATE HIGHWAY DEPAR

Survey Approval Map

NORTH YAMHILL RIVER-Mc

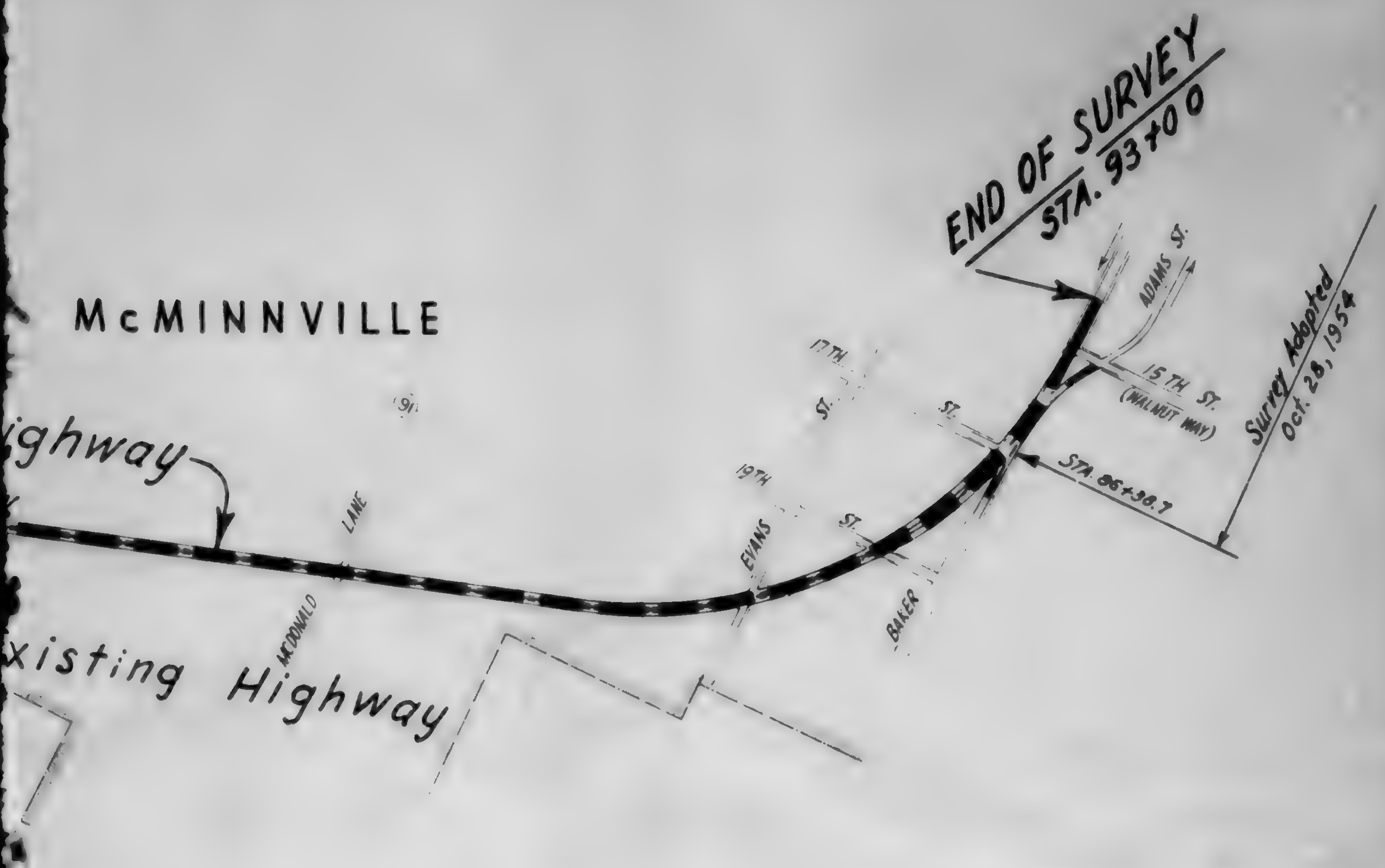
PACIFIC HIGHWAY WES

YAMHILL COUNTY

Scale: 1" = 800' Feb

DRG. NO. IR-3-1326

For Details See Drg. No. 8B-24-2



FEB. 20,1962

NE REQUIRED
NE REQUIRED
NE REQUIRED
NOV. 3,1948
LIMITED

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

NORTH YAMHILL RIVER-McMINNVILLE

PACIFIC HIGHWAY WEST

YAMHILL COUNTY

Scale: 1"= 800'　　Feb., 1962

DRG. NO. 1R-3-1326

For Details See Drg. No. 8B-24-2 Nov. 1961

RECEIVED
FEB 13 1962

FOR FILING

F-133(14)

FORM E-20X—30M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1962

SUBJECT: N. Yamhill River-McMinnvile Section
Pacific West Highway

To:
Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. F. B. Klaboe

Pursuant to your instructions Mr. Asburry, Mr. Ayers and I met with J. W. Dancer, Administrative Assistant to the McMinnville City Council, and explained the details of the proposed improvement through the North Yamhill River-McMinnville Section of Pacific Highway West.

Subsequent to this we met with Mr. Bergreen, proprietor of Bill's Market in regard to his access. The present plans show practically no change in this access over what exists and Mr. Bergreen voiced his satisfaction. We also met with Mr. Peavy and Mr. Marsh regarding access to Mr. Peavy's service station, which is in the triangular piece bordered by 99W and Baker Street at the intersection of these points. Mr. Peavy is very unhappy indeed in the proposed jiggle bar installation, which he claims will have a very severe effect upon his business, requesting that an opening be left in these bars. We advised him that an opening at this point would create a very hazardous traffic condition and that his request must be denied.

The information we gained from talking with these people and with the City is that there is going to be generally considerable opposition to the raised jiggle bar medians and we can expect this to be voiced at the hearing on the 20th.

I am attaching a copy of Mr. Ayers's report on the meetings that we held.

J. D. Walker
Division Engineer

JDW:AM

CONSTRUCTION DIVISION
RECEIVED
FEB 7 1962
NOTED-☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

RECEIVED
FEB 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 23 1962
FOR FILING

MEMO TO FILES, 2/6/62
North Yamhill River-McMinnville Section
Pacific Highway West
City of McMinnville

On February 5, 1962, a meeting was held in the city hall at McMinnville to acquaint the city officials with the details of the proposed four-laning of the Pacific Highway West in McMinnville.

In attendance at this meeting were Mayor L. F. Ramsey, City Manager Joe W. Dancer, Mr. Doug Walker, Ray Asburry, Ross Harris, and H. C. Ayers of the Highway Department.

Point by point explanations were given as to parking, left-turn refuges, curbing in the built up areas, and the jiggle bar locations. Mr. Dancer advised that the City was desirous of obtaining waste excavated material as a fill in the park just off McDonald Street if possible.

Mr. Dancer further stated that the Light & Water Department was acting independently of the City Council and any dealings on poles and water mains should be taken up with them. City has no ordinances as to driveway types, widths, or locations so we explained they would be replaced in kind.

The two city officials appeared to have no objection to the proposed construction but informed us that the Chamber of Commerce and several commercial establishments were against the jiggle bars to be constructed on most of the proposed project. They named Bill's Market and Peavy's oil distributor company as the two most vociferous objectors so we called on these gentlemen.

We were able to satisfy Mr. Bergreen of Bill's Market as to his entrance and exit driveways, but Mr. Bergreen and Attorney Marsh aided Mr. Peavy in objecting in general as to jiggle bar restrictions of driveways and chiefly to Mr. Peavy's exit from his service station and lack of break in jiggle bars opposite his service station and oil dump location. We advised Mr. Peavy that from a traffic safety standpoint a cut in the jiggle bars at this location was not in the best interest of the general traveling public and must be refused.

We advised these gentlemen that a public hearing would be held in McMinnville and all parties could be heard, and that there would be an informational hearing in the morning preceding the formal hearing in the afternoon.

H. C. Ayers
H. C. Ayers
County & City Relations Field Engineer

HCA:mn

cc: J. D. Walker, 3

S-182(3) N. Unit, Westfall-Harper Sec., 1962
Westfall-Harper Co. Rd. (Stone
#6205 base & Oiling)

fas 525
Malheur Co

NOTED
R. H. PRANGE

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-8-64	68 809		

INVOICE NUMBER [illegible] 04-297

82007

Contract 6205
S-182(3)

Malheur County
Courthouse
Vale, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

Att: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
			NOTED DON HARWELL
Final Billing: N. Unit, Westfall-Harper, base and oiling, FAS 525. Covered by agreement dated December 7, 1962.			
County advance deposit		22,100.00	
Less amount previously transferred		16,000.00	
			6,100.00
County share construction cost		21,075.14	
Less amount previously transferred		16,000.00	
			5,075.14
To be refunded			1,074.86

RECEIVED
JUL 9
ENGINEER
COUNTY & CITY

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

RECEIVED
AUG 3 0 1963

FOR FILING

5-182 (1)

6205

August 30, 1963

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On June 27, 1963, we wrote to you concerning release of final payment on Contract No. 6205, awarded to C. E. Leseberg, for stone base and oiling on the North Unit, Westfall-Harper Section of the Westfall-Harper Road in Malheur County.

Final payment on this contract is $4,944.11 and the total contract amount is $97,203.05, including $283.75 for work performed under force account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon

Renstrom Insurance Agency
217 Good Avenue
Nyssa, Oregon

C. H. Maison
Attn.: John Herr

fp

NOTED ON CARD

RECEIVED
JUN 27 1963
FOR FILING

6205

June 26, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 31 on Contract No. 6205. The contract was with C. E. Lesoberg and was for stone base and oiling on the North Unit, Westfall-Harper Section of the Westfall-Harper County Road (FAS Route 535) in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 25, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Final Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 21, 19 63

Section N. Unit, Westfall - Harper

Kind of work Stone Base and Oiling

Highway Harper-Westfall County Malheur

Section prefix 523-1004

Contractor C.E. Leseberg

Contract number 6205

Date of contract December 26, 19 63

Specified work days 60

Date work started February 18, 19 63

Work days used 49

Project authorization $ 110,614.50

Exclusive of engineering $ 102,748.58

Per cent of time elapsed 81.7 %

Estimated cost of completed project, exclusive of engineering $ 97,236

Estimated per cent ~~overrun~~ underrun 1.0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 7,865.92

Engineering cost to date $ 13,088, 155.0 %

Date project was completed May 31, 19 63

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final for this project was transmitted to the Division Office on Thursday this week.

Mr. Parson visited this office on Wednesday this week.

RECEIVED
JUN 2 1963
NOTED
CCE

5

NOTED
JOHN R. OAKES

Signed E S Thompson
E.S. Thompson, Resident Engineer
Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.54		6.54	
Miles partially completed		6.54		6.54	
Miles completed		6.54		6.54	
Total estimated quantities (contract)		58,850		316	
Total quantities corrected to date		60,128		320	
Estimated quantities moved or placed to date		60,128		320	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

6205

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. RECEIVED FEB 7 1963	FORM PR-2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
FOR FILING	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-63	COUNTY Malheur PROJECT NO. S-182(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Westfall S.E. 6.5 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-62	6.554
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 108,156.00	$ 68,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

ASST State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer February 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Federal-Aid
Project No. S-182(3)

Oregon State Highway Department

NORTH UNIT, WESTFALL-HARPER SECTION
OF THE WESTFALL-HARPER ROAD IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 9, 1963

Type Code 3210
Roadway (8+91.35 thru Equa. 199+92.69 - 200+92.29 to Sta. 356+00)(Contract 6205)

Grid-Rolled Material in Base	47,000 cu.yd.	$ 0.70	$ 32,900.00
3/4" - 0 Material in Leveling Course	11,850 cu.yd.	2.50	29,625.00
Sprinkling	1,480 M-gal.	2.50	3,700.00
Preparation of Base	6.56 mile	500.00	3,280.00
3/4" - 0 Material in Binder Course	610 cu.yd.	4.00	2,440.00
Furnishing and Placing Aggregates	2,260 cu.yd.	3.75	8,475.00
MC-250 Asphalt	94 ton	52.00	4,888.00
120-150 Asphalt	140 ton	52.00	7,280.00
RS-1 Asphalt	82 ton	53.00	4,346.00
Extra for Oiling Approaches	22 only	45.00	990.00
			$ 97,924.00
Flagging (57½% of Contractor's Cost)	All Required		$ 250.00
Signing	All Required		150.00
			$ 400.00
	Subtotal		$ 98,324.00
	10% Engr. & Cont.		9,832.00
	Total		$108,156.00

Length of Roadway - - - - 6.540 Miles
Length of 1 Structure - - 0.014 Mile
Total Length- - - - - - - 6.554 Miles
Cost of Roadway Per Mile- $16,537.61

Federal Funds -	$ 68,100.00
State Funds -	20,028.00
County Funds- -	20,028.00
	$108,156.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
H. S. COX

January 31, 1963

Malheur County Court
Courthouse
Vale, Oregon

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your check for $22,100 as advance deposit on the North Unit, Westfall-Harper Section, FAS 525. Contract No. 6205 covering this project has been awarded to C. E. Leseberg of Nyssa, Oregon.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

OREGON STATE HIGHWAY DEPARTME

INVOICE

NOTED
Harold C. Ayers

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-27-62	cc-796		523-1004-297

INVOICE NUMBER 77471

Malheur County
Courhouse
Vale, Oregon
Attn.: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$22,100.00
Partial transfer county advance deposit for the North Unit, Westfall-Harper Section, Surfacing, FAS 525. Covered by agreement dated December 7, 1962.			16,000.00
To be retained			$ 6,100.00

RECEIVED
DEC 27 1962
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ________________

By ________________________________

A 150 (REVISED 7-60)

NOTED
H. S. COX

December 19, 1962

NOTED
Harold C. Avers

NOTED
DON HARWELL

Malheur County Court
Courthouse
Vale, Oregon

NOTED
R. H. PRANGE

NOTED
V. R JONES

Gentlemen:

On December 18, a satisfactory bid was received from C. E. Leseberg of Nyssa for the North Unit, Westfall-Harper Section of FAS 525. As per agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract.

Bid Items	$ 97,924.00
Anticipated Items... Flagging	250.00
... Signing	150.00
Subtotal	$ 98,324.00
12-1/2% Engineering & Contingencies	12,290.50
Estimated Total Cost...............	$110,614.50
County Advance Deposit 20% of $110,614.50 = $22,122.90 - or say -	$ 22,100.00

Please make this deposit by means of a check or warrant in the amount of $22,100 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received a contract can be awarded for this project.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

RECEIVED
JAN 16 1963
FOR FILING

6205

December 26, 1962

Mr. C. E. Lauberg
201 Reese Avenue
Nyssa, Oregon

Dear Mr. Lauberg:

The State Highway Commission on December 20, 1962, accepted your proposal for stone base and oiling on the North Unit, Westfall-Harper section of the Westfall-Harper County Road in Malheur County for the sum of $97,984.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6205. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhs

cc: Pacific Builder & Engr., Inc., Seattle
Mr. Lowell Richards, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

RECEIVED
DEC 11 1962

FOR FILING
S-182 (3)
[illegible]

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
December 7, 1962

North Unit, Westfall-Harper Section
S-182(3), FAS 525
Malheur County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Robert H. Prange
Field Engineer

Attached is a partially signed copy of a cooperative construction agreement with Malheur County covering the North Unit, Westfall-Harper Section of FAS 525 in Malheur County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Malheur County.

Secretary

rn
Attach: 1

Form [illegible]

[illegible]GON STATE HIGHWAY DEPART[illegible]
Materials Division

Laboratory Report

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

Project	N. Unit Westfall - Harper			Profile No.	[illegible]-910
Highway	FAS # 585			County	Malheur
Contractor		Contract No.		F. A. Project No.	
Submitted by	V. Roare			Date Reported	Nov. 19, 1962

REPORT ON SAMPLE OF COARSE AGGREGATE

NOTED
DON HARWELL

Source of material 0.25 mi. Rt. of Sta. [illegible], Hole # 2
Sampled at Depth 0'-[illegible]

To be used	Oiling [illegible] aggregate	Date received	Nov. 5, 1962
Sampled by	Roare	Quantity represented	

TEST RESULTS

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Laboratory No. 618953
Data Sheet No. A489
Type of material Gravel
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
6	0	0	
4	6.3	6.3	
3	7.9	14.2	
2	26.5	40.7	
1½	17.4	58.1	
1	16.0	74.1	
¾	5.9	80.0	
½	4.6	84.6	
⅜	3.4	88.0	
¼	0.8	88.8	
10	1.8	90.6	
40	4.2	94.8	
80	2.6	97.4	
200	1.4	98.8	
Pass	1.2	1.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	19.1	
Specific gravity (Le Chatelier)	2.75	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines	Good	
Plasticity index: Natural fines	9	%
Manufactured fines		%
Liquid limit: Natural fines	36	%
Manufactured fines		%
Fracture		%
Sand equivalent	16.9	
Oregon air degradation: Pass No. 20	28.4	%
Height	0.7	in.
Date sampled		

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

High P.I. & L.L. Value
Low S.E. Value

[illegible] REPORT DISTRIBUTION:
- Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- Resident Engineer
- Dist. Maint. Supt.
- Foreman
- x Geology and Soils
- x Files
- xV. Roare
- x[illegible] crew

Engineer of Materials

Form [illegible]

O GON STATE HIGHWAY DEPARTM

Materials Division

Laboratory Report

Project	N. Unit Westfall - [illegible] Harper			Profile No.	37-1[illegible]-910
Highway	FAS [illegible]			County	Malheur
Contractor		Contract No.		F. A. Project No.	
Submitted by	V. Acero			Date Reported	Nov. 19, 1962

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 0.25 miles No. of Sta. [illegible] Hole # 3

Sampled at Depth 3' to 10'

To be used	Base Surfacing	Date received	Nov. 7, 1962
Sampled by	V. Acero	Quantity represented	

TEST RESULTS

Laboratory No. [illegible] Type of material Gravel

Data Sheet No. A[illegible] Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
5	0	0	
4	8.7	8.7	
3	11.5	20.2	
2½	11.7	31.9	
[illegible]	6.0	37.9	
1	9.6	47.5	
[illegible]	7.2	54.7	
[illegible]	8.5	63.2	
[illegible]	10.2	73.4	
¼	3.7	77.1	
10	7.2	84.3	
40	12.2	96.5	
80	2.2	98.7	
200	0.9	99.6	
Pass	0.4	0.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	16.3	
Specific gravity (Le Chatelier)	2.62	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	13	%
Manufactured fines		%
Liquid limit: Natural fines	39	%
Manufactured fines		%
Fracture		%
Sand equivalent	18.4	
Oregon air degradation: Pass No. 20	85.73	%
Height	3.4	in.
Date sampled		

RECOMMENDATIONS

Material as represented by this sample ________ suitable for use.

Low S.E. Value

Ore. Air degrade indicate poor quality rock.

TEST REPORT DISTRIBUTION

Bureau of Public Roads

XConstruction Engineer

Maintenance Engineer

Bridge Engineer

Requisition Office

XDivision Engineer Parsons

Resident Engineer

Dist. Maint. Supt.

Foreman

Geology and Soils

Files

XV. Acero

[illegible]

Engineer of Materials

Form [illegible]

[illegible]GON STATE HIGHWAY DEPART[illegible]T
Materials Division
Laboratory Report

Project	N. Unit Westfall - [illegible] Harper	Profile No.	37-1[illegible]-910
Highway	FAS 5[illegible]	County	[illegible] Malheur
Contractor	Contract No.	F. A. Project No.	
Submitted by	V. Soare	Date Reported	Nov. 19, 1962

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 0.[illegible] miles No. of Sta. [illegible], this ¢ !

Sampled Depth 3' to 10'

To be used	Base Surfacing	Date received	Nov. 7, 1962
Sampled by	V. Soare	Quantity represented	

TEST RESULTS

Laboratory No. 61[illegible]

Data Sheet No. A[illegible]

Type of material Gravel

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
5	0	0	
4	10.1	10.1	
3	3.5	13.6	
2	31.5	45.1	
1½	16.4	61.5	
1	13.2	74.7	
[illegible]	7.7	82.4	
[illegible]	4.7	87.1	
[illegible]	3.3	90.4	
4	1.2	91.6	
10	2.1	93.7	
40	4.4	98.1	
80	1.0	99.1	
200	0.6	99.7	
Pass	0.3	0.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	16.3	
Specific gravity (Le Chatelier)	2.6[illegible]	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	12	%
Manufactured fines		%
Liquid limit: Natural fines	3[illegible]	%
Manufactured fines		%
Fracture		%
Sand equivalent	14.4	
Oregon air degradation: Pass No. 20	22.17	%
Height	1.4	in.
Date sampled		

RECOMMENDATIONS

Material as represented by this sample —is— suitable for use.

Low S.E. Value

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parsons
Resident Engineer
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
xV. Soare
x[illegible] O'Neil

Engineer of Materials

GON STATE HIGHWAY DEPART

Materials Division

Laboratory Report

Project	N. Unit, Westfall - Harper	Profile No.	37-1422-910
Highway	FAS # 585	County	Malheur
Contractor	Contract No.	F. A. Project No.	
Submitted by	V. Moore	Date Reported	Nov. 19, 1962

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 0.25 Mi. Rt. of Sta. [illegible] Hole # 4

Sampled Depth 0'-6'

To be used	Oiling aggregate	Date received	Nov. 5, 1962
Sampled by	V. Moore	Quantity represented	

TEST RESULTS

Laboratory No. 618994

Data Sheet No. A159

Type of material Rock

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
[illegible]	0	0	
[illegible]	8.2	8.2	
[illegible]	22.1	30.3	
[illegible]	18.6	48.9	
[illegible]	18.7	67.6	
[illegible]	7.7	75.3	
[illegible]	5.6	80.9	
[illegible]	4.2	85.1	
[illegible]	1.0	86.1	
[illegible]	2.2	88.3	
[illegible]	4.6	92.9	
[illegible]	3.4	96.3	
[illegible]	2.1	98.4	
Pass	1.6	1.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	16.3	
Specific gravity (Le Chatelier)	2.76	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines	Sand	
Plasticity index: Natural fines	6	%
Manufactured fines	[illegible]	%
Liquid limit: Natural fines	33	%
Manufactured fines		%
Fracture		%
Sand equivalent	17.9	
Oregon air degradation: Pass No. 20	21.4	%
Height	0.8	in.
Date sampled		

RECOMMENDATIONS

Material as represented by this sample ______ suitable for use.

Low S.E. Value

REPORT DISTRIBUTION:

of Public Roads

ction Engineer

ance Engineer

Engineer

on Office

Engineer Person

Engineer

Maint. Supt.

an

and Soils

Moore

Engineer of Materials

NOTED
[illegible]

NOTED
H. S. C[illegible]

NOTED
DON HARWELL

MEMO TO J. W. NASH

Date: 10/25/62

FAS 525, MALHEUR COUNTY WESTFALL-HARPER SECTION, NORTH UNIT

TERMINI: From a county road junction in the community of Westfall to a point 5.0 miles northwest of Harper. (Northerly end of S-182(1)).

PROPOSED WORK: Place pit run base, leveling course, and an 0-9 oil mat.

NOTED
V. R. JONES

PROJECT LENGTH: 6.55 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$130,000	$78,000	$26,000	$26,000	(County)

EXISTING FACILITIES: 32' subgrade with a 3" temporary pit run surfacing. Constructed under S-182(2). One 80' steel pony truss 14'-9" wide having an H-15 rating. One 23' timber span 24' wide with an H-15 rating.

NOTED
R. H. PRANGE

ADJACENT SECTIONS:
NORTH/[redacted] END: 14' gravel, 20' roadway.

SOUTH/[redacted] END: 20' bituminous surface, 2' shoulders.

PROJECT DATA: Place pit run gravel 13-1/2" in depth and a 3" leveling course of crushed material 24' wide on a roadbed constructed under S-182(2). This will complete a bituminous surfaced route from Westfall to Harper.

RIGHT OF WAY: Minimum 70'.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-182(1).

VRJ:mm

NOTED
Harold C. Ayers

NOTED
H. S. COX

Salem, Oregon
August 22, 1962

Westfall-Harper North Unit
Surface & Oil
FAS 525, Malheur County

NOTED
V. R. JONES

Mr. J. E. Morelock
OFFICE

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

The base design on the subject project shows an O-11 oil mat wearing surface but for reasons of economy it is desired to change this to an O-9. Mr. A. F. Parsons, Division Engineer, expressed his approval of this change and the Soils Division has no objections.

Verne R. Jones
County & City Relations Planning Engineer

VRJ:mm

cc: A. F. Parsons
Virgil O'Neil
F. W. Yarbrough

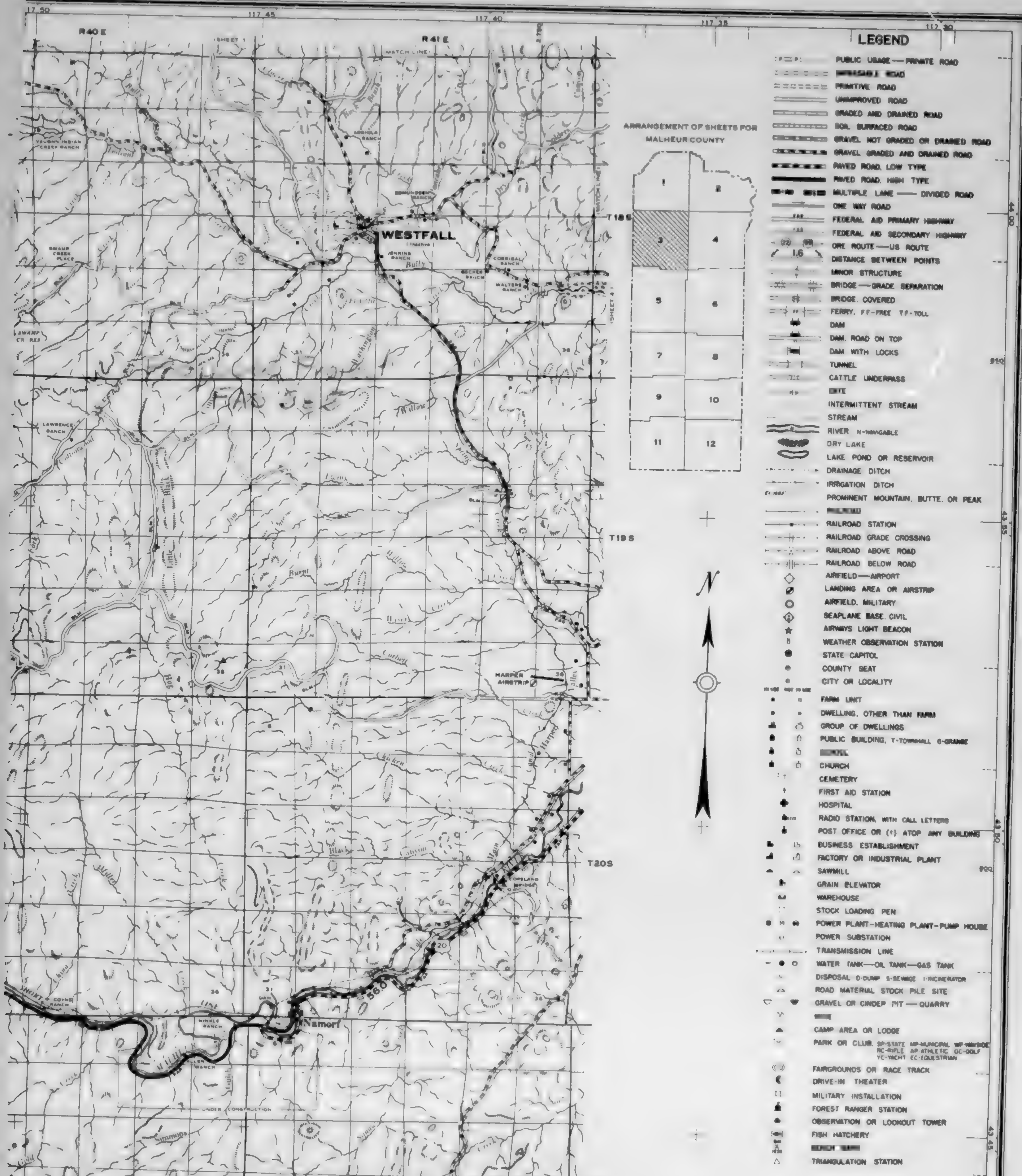
8-20-62

PROPOSED PROJECT
MALHEUR COUNTY (1963 Funds)

FAS 525, Westfall-Harper Road: Westfall-Harper North Unit Section. Surfacing and oiling, 6.54 miles, $46,000.

The proposed project is to place a pit run gravel surface, crushed leveling course, and an 0-9 oil mat 20' wide with 2' shoulders. This section has been recently graded under an FAS project and temporary surfacing placed. The county wishes to have the contract for this section let as soon as possible. The sum of $46,000 is the amount of FAS funds presently available to Malheur County and this amount will be supplemented with additional funds as they become available.

62-g
8/20/62


117 50
117 45
117 40
117 35
117 30
R40 E
R41 E
SHEET 1
MATCH LINE
SHEET 4
T18 S
T19 S
T20 S
T21 S
44 00
43 55
43 50
43 45
910
900
VAUGHN INDIAN CREEK RANCH
ARBIOLA RANCH
EDMUNDSEN RANCH
SWAMP CREEK PLACE
WESTFALL
(Inactive)
JENNINGS RANCH
CORRIGAL RANCH
BECKER RANCH
WALTERS RANCH
SWAMP CR RES
LAWRENCE RANCH
Bully
Rock
Cottonwood
Burnt
Willow
Camp
Black Canyon
HARPER AIRSTRIP
COPELAND BRIDGE
20
SHORT & COYNE RANCH
HINDLE RANCH
ALLEN RANCH
DAM
Namorf
UNDER CONSTRUCTION
Simmons
FAS 562
ARRANGEMENT OF SHEETS FOR MALHEUR COUNTY
1
2
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N
LEGEND
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE — DIVIDED ROAD
ONE WAY ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE — US ROUTE
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE — GRADE SEPARATION
BRIDGE, COVERED
FERRY, FF-FREE TF-TOLL
DAM
DAM, ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER N-NAVIGABLE
DRY LAKE
LAKE POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIRFIELD — AIRPORT
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
IN USE
NOT IN USE
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (†) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT-HEATING PLANT-PUMP HOUSE
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK—OIL TANK—GAS TANK
DISPOSAL D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT — QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB, SP-STATE MP-MUNICIPAL WP-WAYSIDE RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION
KEY TO COUNTIES

RECEIVED
AUG 20 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1962

SUBJECT: Surfacing:
North Unit, Westfall-Harper Section
FAS 525, Malheur County

To: Mr. A. F. Parson, Division Engineer
State Highway Department
P. O. Box 908
La Grande, Oregon

Enclosed is a copy of a letter written to the Malheur County Court explaining our position at that date with regard to the above project.

However, in order to expedite the contracting of this section, the Highway Commission will be asked to approve the project with the $40,000 presently available and the contract to be let when the fiscal year 1964 FAS funds become available.

V. R. Jones
V. R. Jones
County & City Relations Planning Engineer

VRJ:mm
Encl.

cc: Hon. Ellis A. White
Victor Wolfe

RECEIVED
AUG 17 1962
FILE OF
STATE HIGHWAY ENGINEER

NOTED
V D WOLFE

OTED
S. COX

NOTED
DON HARWELL

July 11, 1962

Malheur County Court
Courthouse
Vale, Oregon

RE: N. Unit, Harper-Westfall Section
Surface & Oil
FAS 525, Malheur County

NOTED
V. R. JONES

NOTED
R.H. PRANGE

Gentlemen:

It is our understanding that Malheur County wishes to complete the surfacing and oiling into Westfall as soon as sufficient FAS funds become available. At the present date the balance of FAS funds available to the county is only $46,000 which amount is inadequate for the remaining work. However, immediately notification is received from the Bureau of Public Roads that the next yearly allotment of FAS funds is available for expenditure, the county will be notified and the project can then be initiated.

Normally notification of the allotment can be expected between early September and November 1. It is hoped that a contract can be let during the fall of 1962.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

Copy to W. E. Gillespie
Co. Engnr. - Malheur

Morgan

NOTED
Harold C. Ayers

NOTED
C. D. CANNON

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 15, 1962

SUBJECT: Gravel Pit
0.25 mi. Rt. Sta. 49+00
N. Unit, Harper-Westfall Section
Harper-Westfall Road

To: Mr. A.F. Parson
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

NOTED
R. H. [illegible]

As requested, an examination was made of the subject pit to re-determine the quantity of gravels remaining.

The original area prospected was for an approximate 100,000 cubic yards. Of this area, 1/3 - 1/2 has been stripped to a shallow depth of 4 5 feet by the current project. The original holes dug showed gravels to 10 or 12 feet with the total depth of the gravels not found. At no time were we able to dig through the deposit. From this information, it is thought that the strata of gravels are quite thick which would mean that there should be considerable amounts of material left in the stripped areas as well as the remaining area prospected. There are also large areas, both up and down stream from the pit, that may be expanded if additional area outside that already prospected is needed.

The rock exposed by the previous operation is of good size (4"-0) and appears fairly clean. This appearance is probably due to the washing actions of this spring's rain and stream action.

Previous samples (No. 550438-41) taken from the test pits show the material to be suitable if the unsatisfactory fines are eliminated.

I can see no worry as to quantity for, if necessary, the County Court could obtain any additional area needed.

Gordon Cochran
GORDON COCHRAN
Geologist

GC:vm

cc: Construction Dept.
Mr. Thompson

RECEIVED
JUN 19 1962
ENGINEER
COUNTY & CITY RELATIONS

CONSTRUCTION DIVISION
RECEIVED
JUN 18 1962
NOTED ☐ ☑ ☐ ☐ ☐

Decker

Copy to GY

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
March 16, 1962

FAS 525, Malheur County
N. Unit, Westfall-Harper Section

Mr. G. L. Decker
Field Construction Engineer
Building

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

Commissioner Earl Flock of Malheur County was in the office yesterday requesting advice on a surfacing problem on the North Unit, Westfall-Harper Section of FAS 525, Contract #5985, awarded October, 1961.

Present plans call for 3" of pitrun base to be placed under the current contract and the Court is concerned that this light course of base may not hold until the next surfacing and oiling project is let. In order to stretch the monies available to Malheur County so that the surfacing and oiling may be completed, it is almost imperative that suitable pitrun gravels be found (developed) rather than crushing all the base. In tests that were run by Mr. Cochran, of the La Grande office, there is an indicated source of gravels that might be suitable; however, it is felt that additional tests are certainly in order and should be made before any job commitments are made.

Malheur County is willing to cooperate in every way possible and will place a backhoe under the direction of our testing personnel for whatever length of time that is necessary.

This office therefore asks that permission be given for the complete testing and blocking out of sufficient quantities of gravels to complete the surfacing and oiling of the North Unit of the Westfall-Harper Section. Mr. Flock suggests the middle or latter part of April as a good time for this work and asks that the county be notified in advance so that they can get the equipment in place.

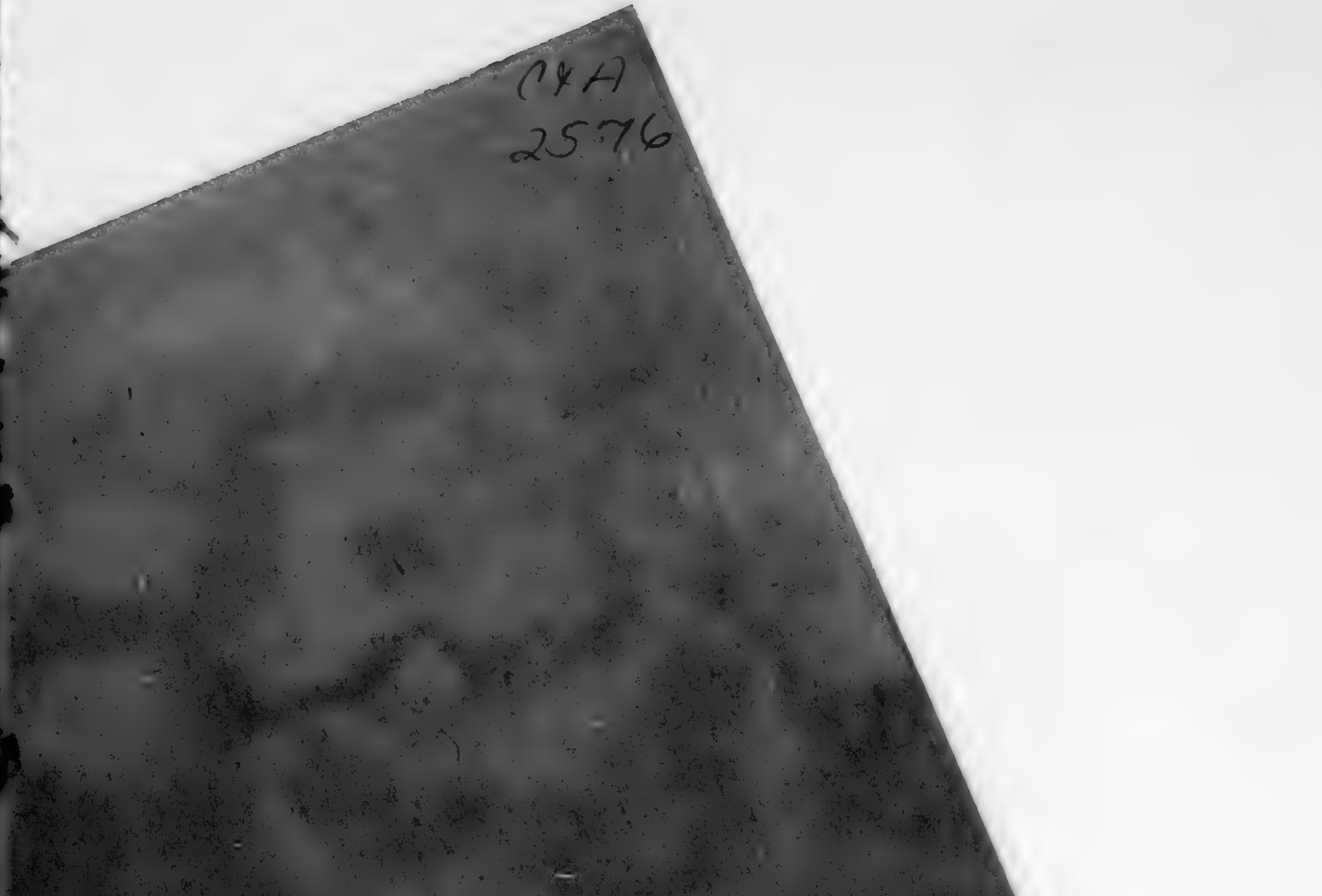
As additional Federal monies will be allocated this fall, it is hoped that a contract can be let whenever these funds are available.

H. S. Cox
County and City Relations Engineer

HSC:mm

S-222(4) Alameda Mine-Dean Placer Sec., 1962
FAS 594, N. of Galice (Grading)

#6206



C & A
2576

Fas 594

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 82397

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-18-64	CC 901		5217-1064-097

NOTED
R. H. PRANGE

NOTED
P. B. A[illegible]

Contract 6206
S-222(4)

RECEIVED
AUG 19 1964
ENGINEER
[illegible]Y & CITY D[illegible]

Josephine County
Courthouse
Grants Pass, Oregon

Att: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Alameda Wine-Dean Placer Section, FAS 594.			
Covered by agreement dated December 7, 1962.			
County advance deposit	50,000.00		
Less amount previously transferred	37,000.00		
			13,000.00
County share total construction costs	43,891.27		
Less amount previously transferred	37,000.00		
			6,891.27
To be refunded			6,108.73

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

NOTED
V. R. JONES

Monthly transaction number 127(4) 6-14	Form [illegible]-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State te **Oregon**
Project report number **7**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Josephine** Project number **S-222(4)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 1**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project $ **237,951.04**

Revised Federal funds $ **149,214.96**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **27** day of **May**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stew

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
Division Engineer

By: L. R. Backlund
L. R. Backlund, Administrative Mgr.

USComm-DC 11170

RECEIVED
FEB 7 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FO R-2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Josephine PROJECT NO. 8-222(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 3.7 mi. N. of Galice

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-27-62	2.717
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 198,379.00	$ 124,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASST. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L.R. Backlund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer February 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Federal-Aid Secondary
Project No. S-222(4)

Oregon State Highway Department

ALAMEDA MINE-DEAN PLACER SECTION
OF FAS ROUTE 594 IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 9, 1963

Type Code 0010
Roadway (Sta. 50+00 to Sta. 193+49.60 - 198+23.38)(Contract 6206)

Clearing and Grubbing	All	Required		$ 25,000.00
Drainage Excavation, Unclassified	1,800	cu.yd.	$ 2.50	4,500.00
Structural Excavation, Unclass.	120	cu.yd.	4.00	480.00
General Excavation, Unclassified	229,700	cu.yd.	0.45	103,365.00
Short Overhaul	682,000	yd.sta.	0.01	6,820.00
Long Overhaul	12,400	C-yd.sta.	0.35	4,340.00
Finishing Roadbed and Slopes	2.72	mile	500.00	1,360.00
12-inch Corrugated Steel Pipe	105	lin.ft.	3.50	367.50
18-inch Corrugated Steel Pipe	730	lin.ft.	4.00	2,920.00
48-inch Corrugated Steel Pipe	270	lin.ft.	17.00	4,590.00
12-inch Concrete or Corrugated Steel Pipe	370	lin.ft.	3.50	1,295.00
18-inch Concrete or Corrugated Steel Pipe	810	lin.ft.	4.00	3,240.00
24-inch Concrete or Corrugated Steel Pipe	460	lin.ft.	7.00	3,220.00
6-inch Perforated Steel Drain Pipe	2,600	lin.ft.	1.75	4,550.00
8-inch Perforated Steel Drain Pipe	90	lin.ft.	4.00	360.00
12-inch Perforated Steel Drain Pipe	290	lin.ft.	3.50	1,015.00
Special Backfill in Drains	700	cu.yd.	6.00	4,200.00
2-inch Galvanized Water Pipe	420	lin.ft.	1.00	420.00
3/4-inch Plastic Water Pipe	710	lin.ft.	0.75	532.50
1-1/2-Inch Plastic Water Pipe	370	lin.ft.	1.50	555.00
Class "A" Concrete in Walls	16	cu.yd.	80.00	1,280.00
Metal Reinforcement in Walls	2,700	lb.	0.15	405.00
Sprinkling	460	M-gal.	3.00	1,380.00
				$176,195.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 4,000.00
Signs	All	Required		150.00
				$ 4,150.00
	Subtotal			$180,345.00
	10% Engr. & Cont.			18,034.00
		Total		$198,379.00

Length of Roadway - - - - - 2.717 Miles
Cost of Roadway Per Mile- - $73,013.98

Federal Funds	$124,900.00
State Funds	36,739.50
County Funds	36,739.50
	$198,379.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAR 19 1964
FOR FILING

Salem, Oregon
March 19, 1964

Increase in Project
Authorization

Glenn E. Roberts
Resident Highway Engineer

This is to advise you that at its meeting March 12, 1964, the Highway Commission approved an increase of $34,095 in project authorization for Contract No. 6206, Alameda Mine-Dean Placer Section in Josephine County.

The new authorization is $237,095.63.

L. H. Young
Office Engineer

DBP:mb
cc: L. R. Chandler

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MAR 10 1964
FOR FILING

March 10, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization is anticipated on the Almeda Mine-Dean Placer Section of FAS 594 in Josephine County. This project, Contract No. 6206, was under contract to Burrell Bros. of Grants Pass.

The original project authorization was $203,000.63. The present computed cost is $237,094.19, indicating an overrun of $34,093.56 or 16.8 per cent. These overrun costs apportioned to the three financing agencies would be: Federal-aid funds $20,456.14, State $6,818.71, and County $6,818.71.

The reason for the overrun was a slide which required the removal of a large amount of unstable material. It was removed by the contractor at his bid price for general excavation.

Josephine County has been notified that additional work was required and a deposit has been received from the County to cover the overrun.

Your approval of the additional sum of $34,095 is recommended. This matter will be on the agenda for the March 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. E. Maison
LPS:ajw bbc

FORM E-30 50M 3-63 40607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1964

SUBJECT: Project Authorization Overrun
Alameda Mine-Dean Placer
FAS 594, Josephine County
Contract No. 6206

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a Report on Expected Overrun of Project Authorization on this project. The original project authorization was $203,000.63. The present computed cost is $237,094.19, indicating an overrun of $34,093.56 or 16.8 per cent.

The reason for the overrun was a slide in the vicinity of Station 88. A Price Agreement was submitted and approved in the amount of $47,500, but present costs indicate that the cost will be $37,222.00 for this work. The slide removal was done at the bid price for general excavation on the project.

Josephine County has been notified that this additional work was required, and an additional deposit of $9,400 has been received by our City-County Relations Division to cover their share of the work. This project was completed on November 13, 1963.

A rough draft to the Commission is attached. Approval is recommended.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Attach.
cc L. H. Young

RECEIVED
MAR 24 1964
FOR FIL

Form No. [illegible]

REGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name Alameda Mine - Dean Placer Date February 28, 1964

Highway F. A. S. 794 Contract No. 6206

County Josephine Kind of Work Grading Contractor Buswell Bros.

Contract Amount $ 176,195.00

Expected over-runs and under-runs in contract items: Quantity Unit Price Amount

Major items, itemized:
None

Expected Overrun

State Funds	$ 6,818.71
County Funds	6,818.71
Government Funds	20,456.14
Total	$ 34,093.56

Minor items, unitemized algebraic total

Subtotal $ 176,195.00

Approved work orders (Price, extra work and state force orders) $ 51,520.28

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Underruns

P. A. # 1 - Slide Excavation	$-10,277.95
S. E. W. # 1 - Flagging	-2,094.49

Minor items, unitemized algebraic total

Subtotal $- 12,372.44

Authorization for engineering $ 14,435.60

Expected over-run or under-run of engineering authorization $ 8,664.40

Costs not included above (explain) None $

Allowance for future contingencies (0 % of work remaining) $

Credits to come from transfers and deductions (Under-runs in Contract Items) $- 1,348.65

Present estimate of project cost $ 237,094.19

Brief Statement of principal causes of over-run: Overrun in project cost was caused by slide at station 88+00 which contained about 76,096 Cu. Yds. and the necessity of clearing the slide area.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 203,000.63
Present estimate of project cost	$ 237,094.19
Expected over-run (Amount)	$ 34,093.56
Expected over-run (per cent)	16.79

Space to right of this line is for use of Salem office.

Submitted by: E. Roberts
Resident Engineer

Confirmed by: John Cummins
Asst. Division Engineer

Noted by: Decker
Construction or Bridge Engineer

Noted by: Lloyd V. Shaw
~~Deputy or~~ Assistant State Highway Engineer

State Printing 86710

RECEIVED
FEB 20 1964

FOR FILING

February 19, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On December 16, 1963, we wrote to you concerning release of final payment on contract #6206, awarded to Buswell Bros., for grading the Alameda Mine-Dean Placer Section of FAS 594 in Josephine County.

Final payment on this contract is $6,213.92 and the total contract amount is $213,846.11, including $1,927.59 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Buswell Bros.,
P. O. Box 628
Roseburg, Oregon

cc: C. H. Maison
Attn.: John Herr

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER:	WEEK ENDING: January 25, 1964
	SECTION: Alameda Mine - Dean Placer	SECTION PREFIX: 517-1054
	HIGHWAY: F. A. S. 594	COUNTY: Josephine
NAME OF JOB: Alameda Mine - Dean Placer	KIND OF WORK: Grading	
CONTRACTOR: Buswell Bros.	CONTRACT NUMBER: 6206	FEDERAL AID PROJECT NUMBER: S-222(4)
DATE OF CONTRACT: December 28, 1962	DATE WORK STARTED: January 21, 1963	COMPLETION DATE: November 13, 1963
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS: 140	WORK DAYS USED: 120
PROJECT AUTHORIZATION: $203,000.65	ENGINEERING AUTHORIZATION: $ 14,435.60	PERCENT OF TIME ELAPSED: 90%
EXCLUSIVE OF ENGINEERING: $213,994.19	ENGINEERING COST TO DATE: $ 23,100.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $213,994.19	PERCENT OF AUTHORIZATION: 160.0%	100%
ESTIMATED PERCENT: OVERRUN 5.4 %	DATE PROJECT WAS COMPLETED: November 13, 1963	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100%	100%	100%	100%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.72				
MILES PARTIALLY COMPLETED	None				
MILES COMPLETED	2.72				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	229,700				
TOTAL QUANTITIES CORRECTED TO DATE	287,593				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	287,593				
AVERAGE DAILY QUANTITIES	None				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	None				
NUMBER OF SHIFTS PER DAY	-				
HOURS PER SHIFT	-				

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain		
MONDAY	Rain		
TUESDAY	Snow		
WEDNESDAY	Snow		
THURSDAY	Snow		
FRIDAY	Rain		
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JAN 27 19[illegible]
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work, job completed.
TUESDAY	No work, job completed. Submitted semi-final estimate to Division Office today. Job Completed at this office.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SEMI-FINAL ESTIMATE SUBMITTED TUESDAY OF THIS WEEK.

THIS IS THE LAST WEEKLY REPORT FOR THIS JOB.

SIGNED E. Roberts

ADDRESS P. O. Box 306, Grants Pass, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 17 1963
FOR FILING

6286

December 16, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6286 awarded to Buswell Bros., for grading the Alameda Mine-Dean Placer Section of FAS 594 in Josephine County, was completed November 13, 1963, and accepted by the Highway Commission on December 11, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 23, 1963.

You have previously been notified of a "Notice of Garnishment" and "Writ of Attachment" filed in Circuit Court of Douglas County. Attached is a copy of the release.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Buswell Bros.,
P. O. Box 628
Roseburg, Oregon

cc: L. H. Young
G. H. Maison
Attn.: John Herr

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR DOUGLAS COUNTY

RECEIVED
DEC 1 0 1963
LEGAL & RIGHT OF WAY

FRANK FRIEDENBACH,

Plaintiff,

vs.

DON BUSWELL and EINER BUSWELL, also known as Anor E. Buswell and as A. E. Buswell, Individually, and as Buswell Bros., their assumed business name,

Defendants.

No. 27168

ORDER

FILED
AT.................. O'CLOCK .....M
OCT 1 1 1963
C. D. MYLLENBECK
COUNTY CLERK
Grayce M. Hunter
DEPUTY CLERK

Upon the application of defendants Don Buswell and Einer Buswell, also known as Anor E. Buswell and as A. E. Buswell, Individually, and as Buswell Bros., their assumed business name, by and through their attorneys, Kelley & Garrison, to discharge the Writ of Attachment heretofore issued and served in the above entitled action, and plaintiff's attorney acknowledging notice thereof and waiving further notice thereof pursuant to ORS 29.240, and upon the execution, delivery and filing on the part of said defendants of an undertaking in accordance with and pursuant to ORS 29.250, now therefore,

IT IS HEREBY ORDERED that the Writ of Attachment heretofore issued and served in the above entitled action be and the same hereby is discharged, and it is further ORDERED that all of the property now in the hands of the Sheriff of Josephine County and the Sheriff of Marion County, State of Oregon, be and the same hereby is released from attachment, and it is further ORDERED that said Sheriffs forthwith deliver the same to said defendants upon being served with a certified copy of this order.

DATED and SIGNED this 11th day of October, 1963.

Charles S. Woodrich
Circuit Judge

NOTED ON CARD

Submitted by:

Thomas Garrison
Kelley & Garrison
Post Office Box 266
Roseburg, Oregon

STATE OF OREGON } SS
County of Douglas

I, C. D. Myllenbeck, County Clerk of Douglas County, Oregon do hereby certify that the foregoing has been compared with the original thereof and that it is a correct copy therefrom and the whole thereof as the same appears on record in my office.

Witness my hand and seal this 11 day of October 1963

C. D. Myllenbeck County Clerk
By Grayce M. Hunter Deputy

RECEIVED
DEC 11 1963

3-333 (v)

6206

December 11, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November 13 on Contract No. 6206. The contract was with Buswell Bros. and was for grading on the Alameda Mine-Dean Placer Section of FAS Route No. 594 in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 11, 1963, and that you concur in this procedure at the Commission meeting on December 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Surety letter written 12/11/63

RECEIVED
OCT 1 8 1963
FOR FILING

1-2-1

Salem, Oregon
Oct. 17, 1963

Mr. L. I. Lindas
Chief Counsel
Salem

Attached for your information is a copy of a letter dated October 16, 1963, to United Pacific Insurance Company from Buswell Bros., Roseburg, concerning "Notice of Garnishment" and "Writ of Attachment". This matter is in connection with State Highway Contract No. 6206 with Buswell Bros. for grading the Alameda Mine-Dean Placer Section of FAS 594 Highway in Josephine County.

The "Notice of Garnishment" and "Writ of Attachment" were forwarded to your office on October 9.

Secretary
OREGON STATE HIGHWAY COMMISSION

CC C. H. Maison

CWH:fp

NOTED ON CARD

P. O. Box 628
Roseburg, Oregon
October 16, 1963

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: G. B. Norberg,
Claim Department

Dear Sir:

Buswell Bros. - to State of Oregon
(Highway Department Contract No. 5206,
Alameda Mine - Dean Placer Section of
FAS 594, Josephine County)

In answer to your letter of October 14, 1963, where in you advised us [illegible] the Oregon State Highway Department had received "Notice of Garnishment" and "Writ of Attachment" for the amount of $7,819.28. Please be advised that we have taken the following legal actions in this matter.

1. We posted a re-delivery bond in Douglas County Circuit Court for the sum of $9500. The equipment has been already released and our attorneys tell us the The Notice of Release on the Garnishment has been sent to the sheriff at Salem, Oregon for due service on the State of Oregon Highway Department.

The original case is Barney verses Yellow Creek Logging Co., an Oregon Corporation, filed in Humboldt County at Eureka, California.

We then appealed the decision of the Circuit Court of Humboldt County to the First District Appellate Court of California on September 4, 1963.

We understand that this appeal will not be tried for a period of 14 to 24 months because of docket.

The way the case is filed in Douglas County, that's an interesting legal problem because the Buswell Bros. were stockholders and officers of Yellow Creek Logging Co. and the attachment is on them personally, as officers.

At any rate, the judge in Douglas County, Oregon, has set the case aside until such time as the First District Appellate Court of California decides the matter. And should Buswell Bros. win that will be the end of the matter. But in the event they should lose, it means that the case then has to go to trial in this state under the laws of this state. Yellow Creek Logging Co. was an Oregon Corporation.

We do not believe that the Oregon State Highway Department will withhold any sums of money from us because of the re-delivery bond posted.

We feel sure that we will have entirely completed the above referred to job. Therefore, your company will have no further interest in the matter.

Sincerely yours,

BUSWELL BROS.

JW Francoeur

J. W. Francoeur
Accountant

JWF:pf

RECEIVED
OCT 14 1963

FOR FILING

5-222(4)

6206

October 11, 1963

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: Mr. W. T. Atkins

Gentlemen:

We have received a "Notice of Garnishment" and "Writ of Attachment" filed in the Circuit Court for Douglas County by Frank Friedenbach vs Buswell Brothers in the sum of $7,819.28.

This is in reference to the Buswell Brothers Contract No. 6206 for grading on the Alameda Mine-Dean Placer Section of FAS 594 in Josephine County.

These documents have been turned over to our Chief Counsel, Mr. L. I. Lindas.

We provide this information as your company is listed as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fka
cc Mansfield & Co.
1975 SW 5th Ave.
Portland, Oregon

Buswell Bros.
P. O. Box 628
Roseburg, Oregon

L. I. Lindas

Commissioners

NOTED ON CARD

RECEIVED
OCT 10 1963

FOR FILING

6206

October 10, 1963

Buswell Bros.,
P. O. Box 628
Roseburg
Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 10, 1963, discussed with the Engineer your request for an extension of time on contract #6206. You requested 40 additional workdays within which to complete the grading of the Alameda Mine-Dean Placer Section of FAS 594 in Josephine County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 40 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. E. Chandler
Glenn Roberts
Frank Morgan
Bureau of Public Roads
L. H. Young
G. H. Maison

RECEIVED
OCT 3 1963
FOR FILING

October 2, 1963

Mr. John B. Ebinger, Attorney
P. O. Box 816
Brookings, Oregon

Dear Mr. Ebinger:

This will confirm our telephone conversation of October 1 concerning the Buswell Bros. contract in Josephine County. The description of the contract is as follows:

Contract No. 6206 with Buswell Bros., Roseburg.
Grading on the Alameda Mine-Dean Placer Section
of FAS Highway 594 in Josephine County.
Amount of bond - $176,195.00.
Surety - United Pacific Insurance Company
P. O. Box 1216, Tacoma, Wn.
Agent - Mansfield & Co.
1975 S. W. 5th Ave., Portland 1
Awarded December 28, 1962.

After talking to you I have now obtained the following information pertaining to this contract:

Approximately 87% complete as of September 27, 1963.
Amount paid to date - $171,297.00.
Retainage - $8,809.75.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head, Asst. Secretary

cc Mr. G. E. Rohde
CWH:fp

RECEIVED
SEP 26 1963
FOR FILING

[illegible]

[illegible]

September 26, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 2
October 10, 1963 Meeting

Gentlemen:

We have received a request for an increase in the number of allowed workdays on the Alameda Mine-Dean Placer Section of FAS 594 (grading and surfacing) in Josephine County. This project, Contract No. 6206, is under contract to Buswell Bros. of Grants Pass. The contractor requests an increase from 100 to 140 workdays.

The reasons cited by the contractor to justify the requested increase are additional excavation in a slide area and delays caused by required changes in a retaining wall. The total quantity of excavation was increased by some 100,000 cubic yards, or over 40 percent, by a slide. According to the rate of production required by the original contractor, this would justify an increase of 43-1/2 days. In addition, a delay of 5 workdays was caused by a required design change in a retaining wall, the need for which was known only after excavation was completed for the wall footing. We can thus justify a total of 48-1/2 workdays.

Because we anticipate that the work will be completed within the requested 40 additional days, we recommend approval of the time extension as requested. This matter will be presented to you at the October 10th meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

CHB:bjm bbc

RECEIVED
NOV 1 1963
FOR FILING

E-330 (Rev) 3M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#2

Oregon State Highway Commission
Salem, Oregon

Date August 30, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 140 days, within which to complete our Contract No. 6206, without the assessment of liquidated damages. The said contract is described as follows: Highway FAS 594 ALAMEDA MINE - DEAN PLACER IN JOSEPHINE COUNTY, OREGON

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
Additional slide removal of app. 100,000 yards
Additional slide removal
Changes in design and construction of retaining walls and bins

APPROVED BY HIGHWAY COMMISSION
DATE Oct. 10, 1963 for 40 added days
Floyd Query
Secretary

Respectfully submitted,

BUSWELL BROS.
Contractor

By Omar E Buswell partner

CONSENT OF SURETY

Date September 3, 1963

We, United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By
Attorney-in-fact

MANSFIELD & CO.
By
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6206 Contractor Buswell Bros.

Highway F. A. S. 594

Section Alameda Mine - Dean Placer

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows:

Recommend 40 days as requested for reasons cited by contractor.

Recommended for Approval:

John [illegible] II Asst.
Division Engineer

Actg Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

Contract No.	6206
Project designation	Federal, State and County State-Federal
Date awarded	December 28, 1962
Work started	January 21, 1963
Per cent completed	75 Date
No. of Workdays Allowed	100
No. of Workdays Used	80
No. of Added Workdays Requested	40

FORM E-30 80M 3-63 63607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1963

SUBJECT: Increase in Workdays
Alameda Mine-Dean Placer Section
FAS 594, Josephine County
Contract No. 6206

To: Mr. L.P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Buswell Bros., contractors on this project, for an increase of 40 workdays in which to complete the project without the assessment of liquidated damages. The reasons cited by the contractor to justify this increase are additional earthwork required in a slide area, and delays because of a change in the design of a concrete retaining wall.

The bid quantity of grading on this job was 229,700 cubic yards, and we allowed 100 workdays. Other work on the job was minor, as this job was for grading only. This figures to an average of 2297 cubic yards per workday. A slide of some 100,000 cubic yards is being removed by the contractor at bid price. At the original rate of production, this would allow a 43-1/2 day increase.

A concrete retaining wall on the project had to be redesigned after the excavation for it was done. The quantities of steel and concrete almost tripled, and the contractor was delayed 5 workdays for approved revised plans. This, added to the extra time for slide removal, would justify a total allowable increase of 48-1/2 workdays.

At the present time it is anticipated that the contractor will complete the project within the requested 40 additional workdays, so we recommend the extension as requested.

This is an FAS project, so Bureau of Public Roads concurrence is not required. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

CHB:bjm
Attachments

cc: L. H. Young

FAS 594
Josephine Co

RECEIVED
SEP 9 1963
ENGINEER
COUNTY & CITY DIVISION

FORM E-123X 50M 2-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 6, 1963

Mr. Stanley D. Lester
Manager, Land Office
Bureau of Land Management
710 N. E. Holladay
Portland, Oregon 97232

File 34759 Oregon 012814
Alameda Mine-Dean Placer Sec.
Alameda County Road

Attention Mr. D. B. Leightner

NOTED
[illegible]

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

NOTED
[illegible]

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

Dear Sir:

We wish to thank you for the Amended Decision dated September 4, 1963, on the subject file.

We are returning the superseded Decision of August 13, 1963, for your disposal.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

WC:ls
Enc. Superseded Decision

bcc: L. R. Chandler
(With 2 copies Decision)

A. E. Parson

County & City Division

100.7h
Oregon 012814
(17.0)

File No. 34759

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
710 N. E. Holladay Avenue
Portland 12, Oregon

DECISION AMENDED 9-4-63

RIGHT OF WAY GRANTED

SUPERSEDES LAND OFFICE DECISION DATED AUGUST 13, 1963

Details of Grant

Serial number of grant	Oregon 012814
Name of grantee	Oregon State Highway Department
Map showing the location and dimensions of grant:	
Map designations	Exhibit A. Drg. 9 No. 10C-41-13 July 1962
Date filed	September 28, 1962
Permitted use by grantee	Alameda County Road
Authority for grant	Act of Aug. 27, 1958 (72 Stat. 885 et seq.; 23 U.S.C. 317)
Regulations applicable to grant:	
Code reference	43 CFR 244, Subparts A and G
Circular numbers	1915, 2001, 2012, and 2084
Date of grant	SEP 4 1963
Expiration date of grant	Upon non-use of highway

Terms and Conditions of Grant

Pursuant to the authority vested in the undersigned by Order No. 684 of the Director, Bureau of Land Management, dated August 28, 1961 (26 F.R. 8216), a right of way, the details of which are shown above, is hereby granted, subject to the following terms and conditions:

1. All valid rights existing on the date of the grant.
2. All regulations in the circulars specified above.
3. Further terms and conditions as follows:
   - a. Subject to small tract lease Oregon 04843, issued effective June 1, 1962.
   - b. Subject to Sec. 24 of the Federal Power Act of June 10, 1920 (41 Stat. 1075; 16 U.S.C. 818), as amended

D. B. Leightner /s/

D. B. Leightner
Chief, Lands Section

Enclosures: Circ. 1915, 2001, 2012, 2084
Orig. File
Dup. Orig.: Grantee w/map
cc: Director w/map
D.M., Medford w/map
Bur. Public Roads (3)

STATE OF OREGON)
COUNTY OF MULTNOMAH)

I, Frank B. Pallo, a Notary Public in and for the said County and State, do hereby certify that on this the 4th day of September, 1963, before me personally appeared D. B. Leightner ________, being to me personally well known and known by me to be the Chief, Lands Section, Bureau of Land Management, and acknowledged that the foregoing instrument bearing date of September 4, 1963, was executed by him in his official capacity and by authority in him vested by law, for the purpose and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Chief, Lands Section, Bureau of Land Management.

Witness by hand and seal this 4th day of September, 1963.

Frank B. Pallo /s/
Notary Public for Oregon

(SEAL)

Residing at 1426 N. E. Thompson
Portland, Oregon

My Commission expires December 2, 1966.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
710 N.E. Holladay
Portland 12, Oregon

March 3, 1849

IN REPLY REFER TO:
Oregon 012814
(17.0) h

Your reference:
File 34759

NOTED
Harold C. Ayers

NOTED
H. S. COX

Fas 594

NOTED
DON HARWELL

NOV 30 1962

Oregon State Highway Department
Salem 10,
Oregon

Gentlemen:

Your telephone request of November 26, 1962 asked for additional information concerning the location of the lands in small tract lease which was issued effective June 1, 1962 to Mark Krysto for an area of 1.03 acres in Lot 2, Sec. 19, T. 34 S., R. 7 W., W.M., Oregon.

Enclosed is a copy of a diagram which shows the approximate location of the area leased to Mr, Krysto.

NOTED
V. R JONES

Sincerely yours,

Roger F. Dierking
Roger F. Dierking
Acting Chief, Lands Section

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

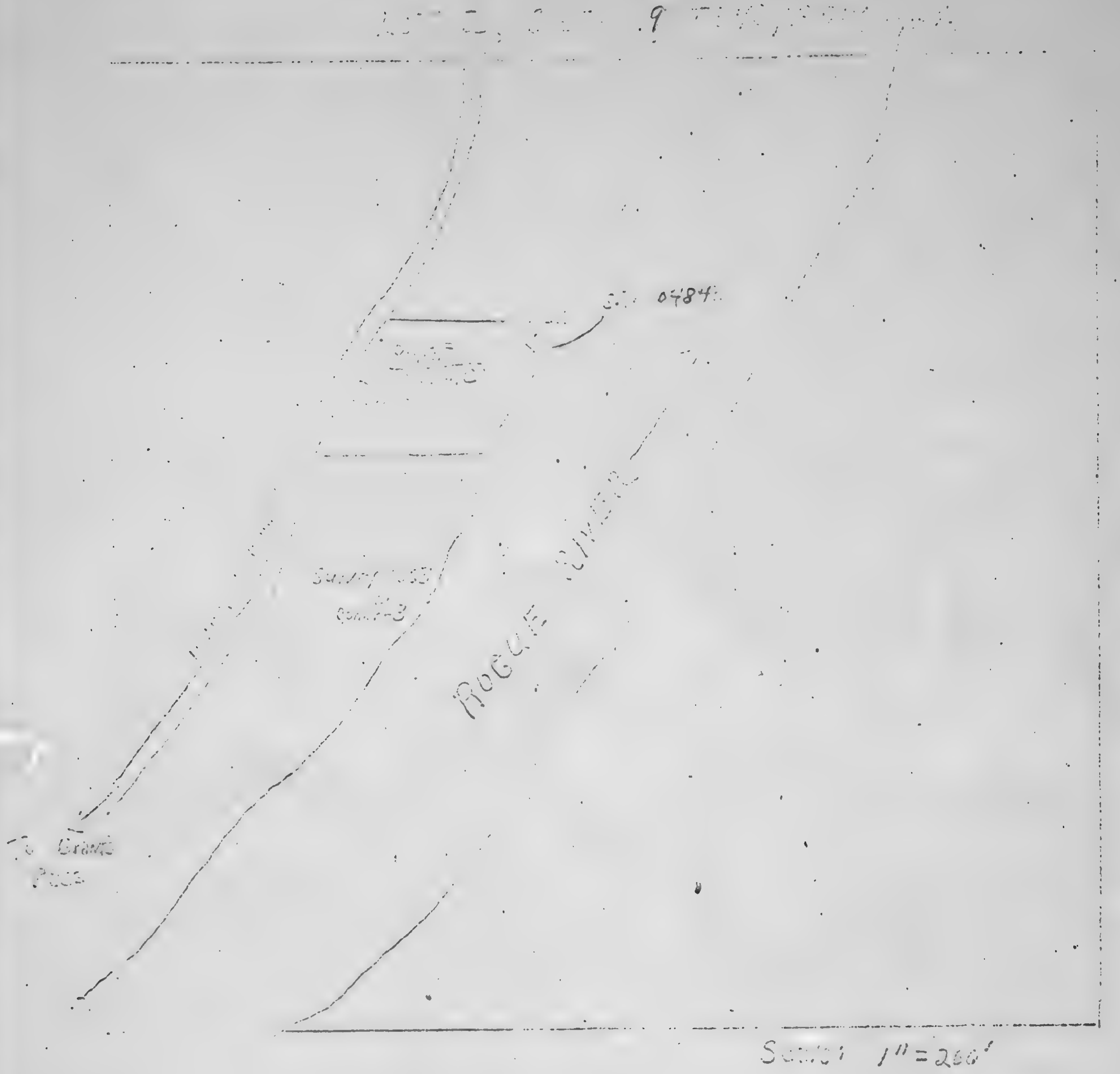
Enclosure

Josephine Co

NOTED
E.F. SALING

Copy to T[illegible]
V. T.
12-5-62

RECEIVED
DEC - 1962
OREGON
STATE HIGHWAY COMMISSION


0484
Survey
ROGUE RIVER
To Grants Pass
Scale 1" = 200'

FORM E-[illegible] 90M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 28, 1962

File 34759, Oregon 012814
Alameda Mine-Dean Placer Sec.
Alameda County Road

NOTED
DON HARWELL

Mr. Stanley D. Lester
Manager, Land Office
Bureau of Land Management
710 N. E. Holladay
Portland 12, Oregon

Attention: Miss M. M. Gorecki

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Dear Sir:

As far as we can tell from our files, we have taken all steps necessary to complete our part of this application for right of way, and all that remains is the receipt of the final decision from the Bureau of Land Management.

We have your letter of October 23, 1962, in regard to the small tract lease of Mark Krysto. We assume that this will be in the same status as mining claims. The State and the County have changed the grade and allowed Krysto to continue occupancy of his small tract. We have heard that the County wishes to leave Mr. Krysto in this location so that he might not later be on welfare. If the decision is given subject to this lease, the County's right of way would then be valid after Mr. Krysto's lease expires. If you will need anything further from the Highway Department or the County, please advise.

The Highway Department, on behalf of the County, is advertising this project for contract on December 18. Please give us a preconstruction permit so that we may clear this project with the Bureau of Public Roads.

Very truly yours,

L. I. LINDAS, Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS:ls

cc: County-City Relations
Josephine County

Sir:

NOTED
V. R JONES

NOTED
Harold C. Ayers

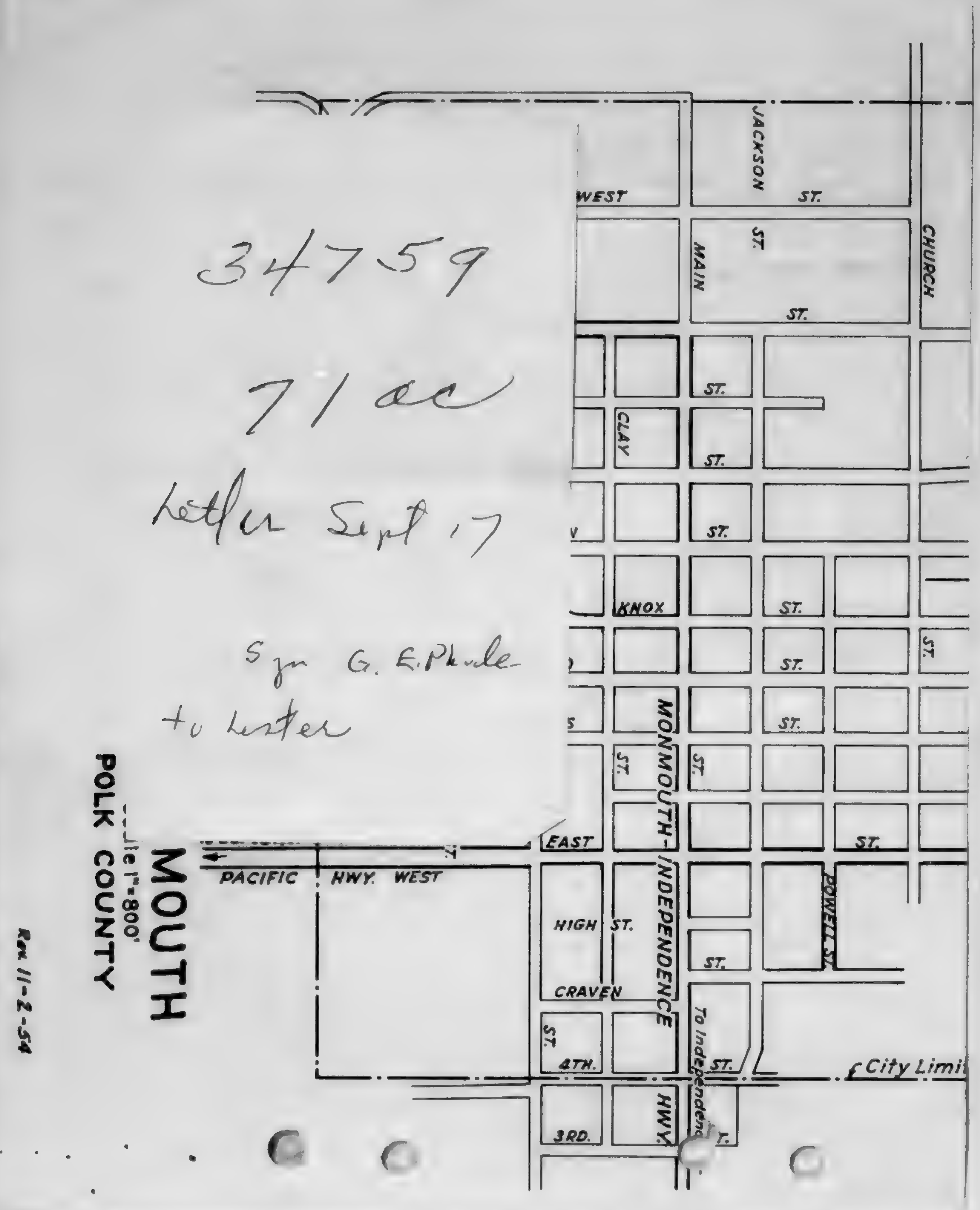
This Filing does not agree with Don's conversation with A.P. Collins B.L.M. representative in Medford, Bruce Davidson [illegible] County Comm. or Templin's request as per his correction of R/W map showing taking to be to slope limits on valid Mining Claims.

NOTED
DON HARWELL

NOTED
[illegible] D. GRAHAM

Verne

9-21-62
I talked with Alvin Olson this AM in regards to this width and the BLM & State says we normally take 400' of R/W under easement, but it is up to County to cut back to R/W line of whatever needed & let pipe owners do what they see fit on area outside of catch lines — Secure if questioned — This is [illegible] from Sailing.



34759

71 ac

Letter Sept 17

Sgn G. E. Phvle

to Lester

AM E-123X ·100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
SEP 18 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

September 17, 1962

File 34795 - Right of Way
Alameda Mine-Dean Placer Section
Alameda County Road
Josephine County

Fas 594

NOTED
DON HARWELL

Mr. Stanley D. Lester
Manager, Land Office
Bureau of Land Management
710 N. E. Holladay
Portland 12, Oregon

Attention: R. E. Gurecki

Dear Sir:

We are enclosing a tracing and three prints thereof, showing the right of way, with a minimum width of 125 feet on each side of the center line, desired by the State of Oregon, by and through its State Highway Commission, in

T. 34 S., R. 8 W., W. M., Josephine County,
Sec. 25: Lots 5, 4, 3, 2 and 1;
SE¼SW¼ and SW¼SE¼;
Sec. 26: Lots 6, 5 and 3;
T. 34 S., R. 7 W., W. M.,
Sec. 19: Lot 2;

for the widening and relocating of the Alameda Mine-Dean Placer Section of the Alameda County Road, Federal Aid Route No. 594, Project No. 222(1).

The State of Oregon, by and through its State Highway Commission, hereby makes application for this land under the Act of August 27, 1958 (72 Stat. 885-915; 23 U.S.C. Sec. 317), pursuant to regulations 43 CFR 244. The right of way, if approved, will be subject to the terms and conditions contained in 43 CFR 244. The State of Oregon is making this application on behalf of the County of Josephine.

This application is made with the understanding that no merchantable timber will be cut in the construction on the right of way without prior approval of the District Manager and payment therefor by the County of Josephine.

To complete the application, we are enclosing three copies of a stipulation regarding non-discrimination.

We will expect your decision when the necessary field reports are received in your office.

Very truly yours,

L. I. Lindas, Chief Counsel

By G. E. Rohde /s/

G. E. Rohde
Assistant Counsel

[illegible]:ls
Encs. 2 cc letter, 1 tracing,
3 prints & 3 copies stip.
cc: Bureau of Public Roads (2)
(with 2 prints & 2 copies stip.)
✓ County-City Relations Engineer (2)
(with 2 prints)
L. E. Chandler, Div. Engr.
(with 3 prints)

File No. 34759

OREGON STATE HIGHWAY DEPARTMENT

Filing Map For

RIGHT OF WAY

From

U. S. GOVERNMENT

ALAMEDA MINE - DEAN PLACER SECTION

ALAMEDA COUNTY ROAD

JOSEPHINE COUNTY

Scale: 1" = 400'   July, 1962

DRG. NO. 10C-41-13

R/W Map 8B-26-5 June, 1962

STATE OF OREGON)
) ss.
County of Marion)

I, Forrest Cooper, state that I am the chief engineer for the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant", that the survey of the right of way of the Alameda County Road, from Alameda Mine to Dean Placer, a distance of 2.73 miles, was begun under the direction of W. C. Williams, then chief engineer of the applicant, on the 20th day of July, 1961, and completed under my direction on the 6th day of April, 1962, and that a portion of such survey is accurately represented on this map.

OREGON STATE HIGHWAY COMMISSION, Applicant

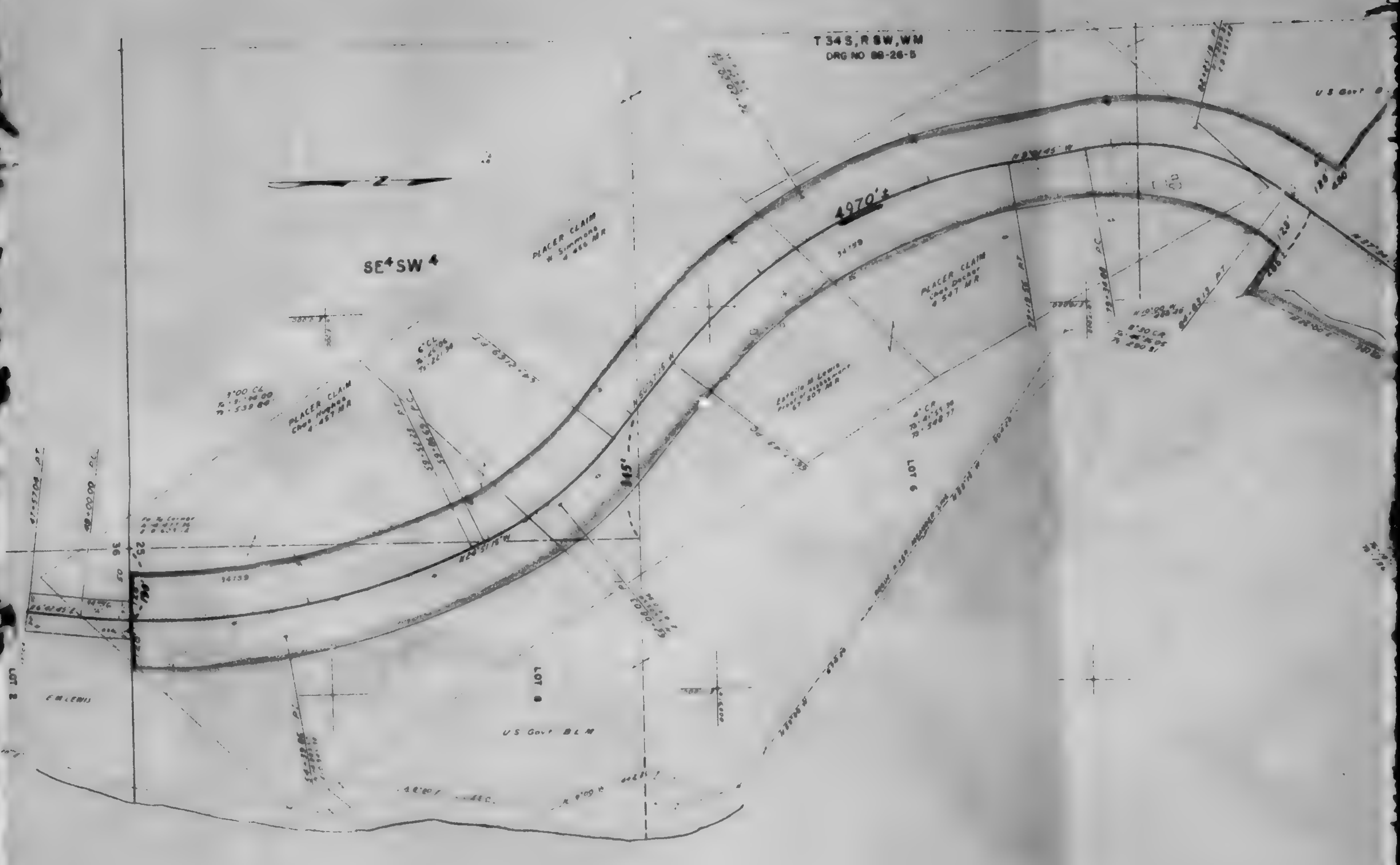
By Forrest Cooper
Forrest Cooper, Chief Engineer

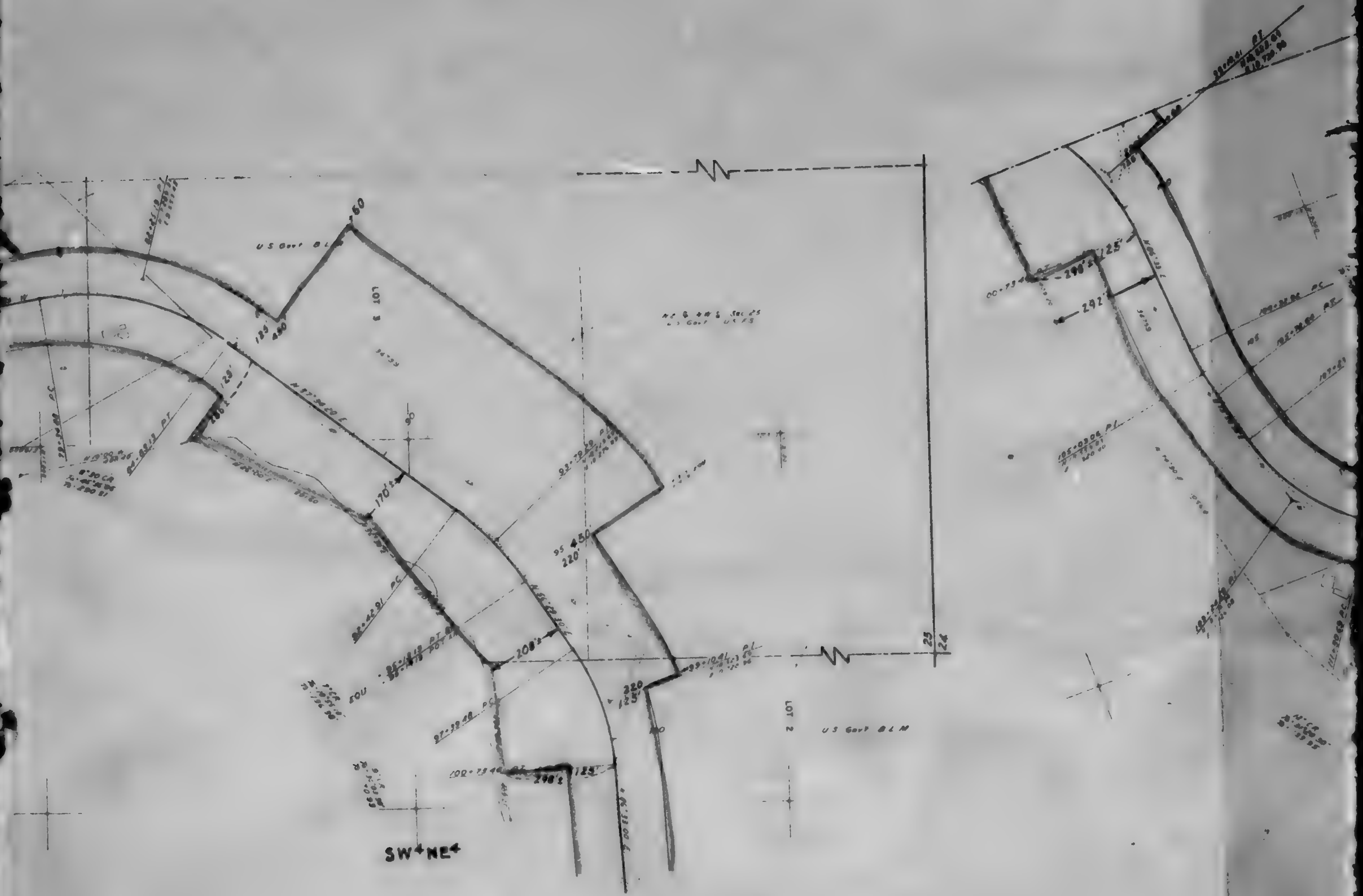
I, Floyd Query, do hereby certify that I am the secretary of the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant"; that Forrest Cooper, who subscribed the foregoing affidavit, is the chief engineer for the applicant; that the portion of the survey of the right of way of the Alameda County Road, as accurately represented on this map, was made on behalf of the County of Josephine; that such survey was begun under the direction of W. C. Williams, then chief engineer, and completed under the direction of Forrest Cooper, now chief engineer of the applicant, as the approximate final location of the right of way from Alameda Mine to Dean Placer, a distance of 2.73 miles; and that the map has been prepared to be filed for the approval of the Secretary of the Interior, in order that the applicant may obtain the benefits of Section 317, Public Law 85-767 (72 Stat. 885-916), approved August 27, 1958.

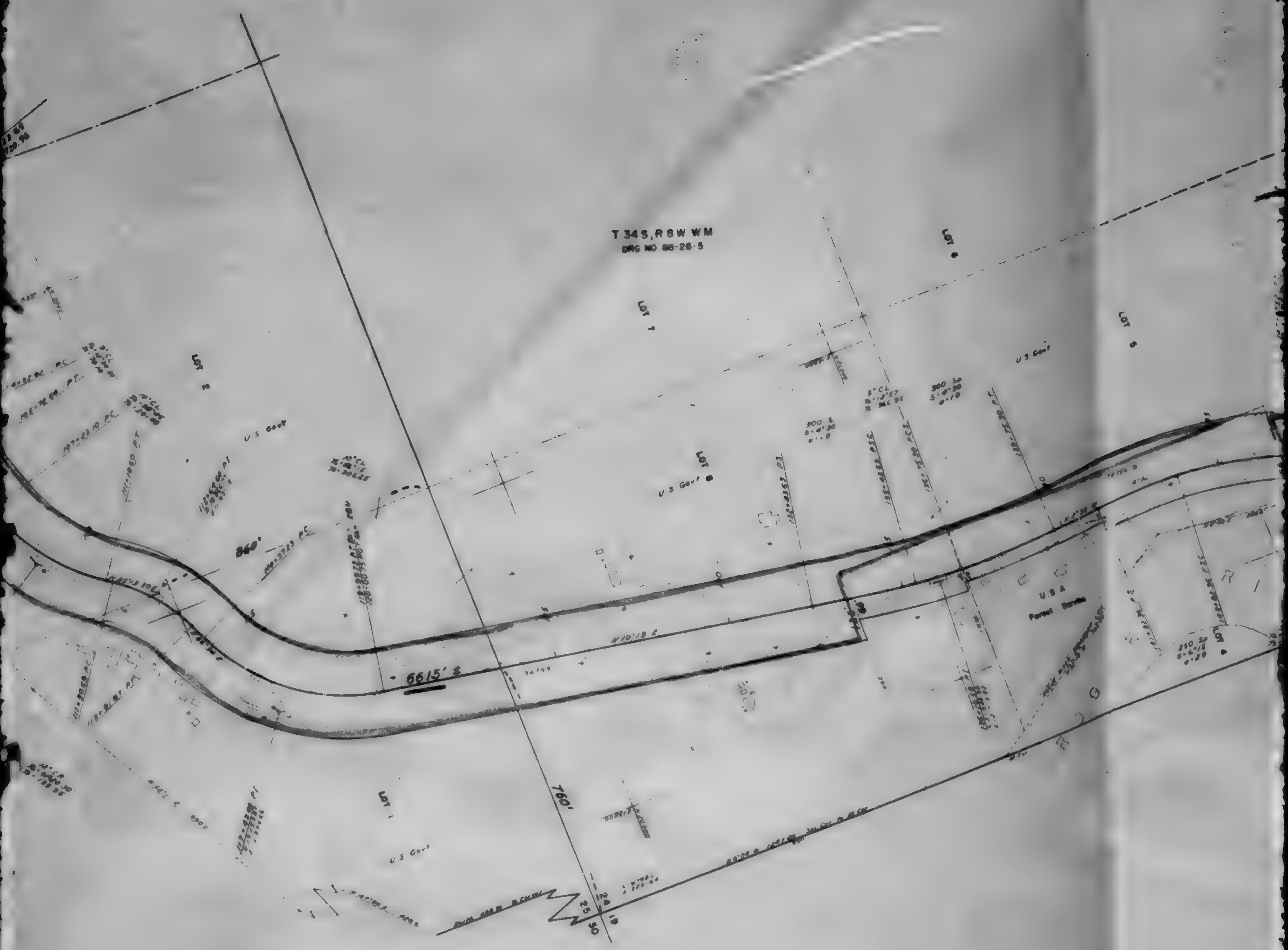
OREGON STATE HIGHWAY COMMISSION, Applicant

By Floyd Query
Floyd Query, Secretary

ATTEST: C. W. Head


T 34 S, R 8 W, W M
DRG NO 88-26-5
SE4 SW4
Z
PLACER CLAIM
W Simmons
4 466 MR
PLACER CLAIM
Chas Hughes
4 457 MR
PLACER CLAIM
Chas Decker
4 547 MR
Estella M Lewis
Proof of assessment
67 207 MR
4970'±
345'
U S Govt B L M
U S Govt
LOT 8
LOT 6
LOT 2
E M LEWIS
36
25
126'
128'
186'
N 50°37'15 W
N 24°31'15 W


US Gov't BLM
60
185
480
LOT 8
125'
170'±
95
450
220'
208'±
320
125'
125'
298'±
SOU
LOT 2
US Gov't BLM
SW¼ NE¼
25
24
125'
298'±
292'


T 34 S, R 8 W W M
DRG NO 88-26-5
LOT 7
LOT 6
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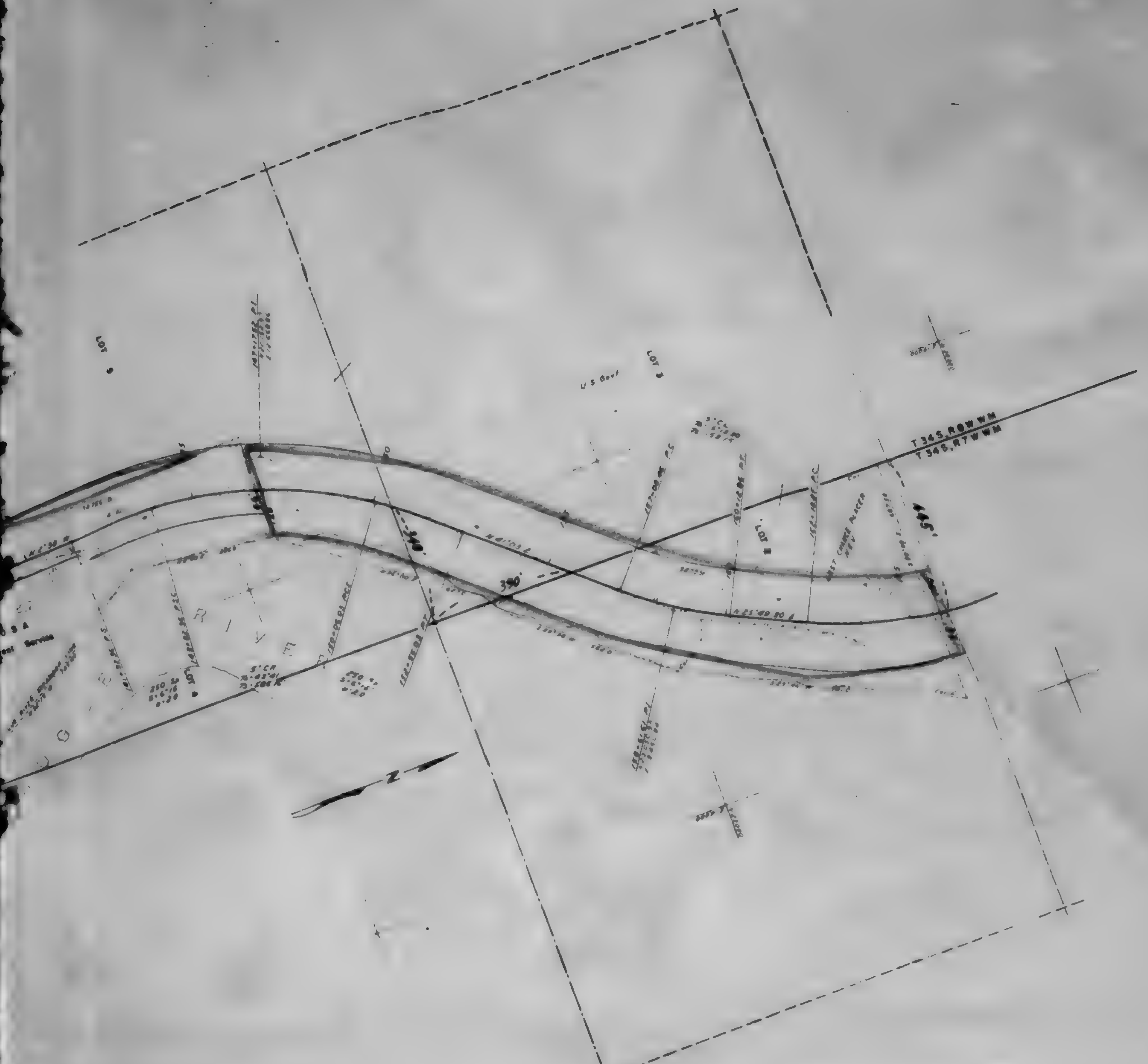
U S Gov't
U S Gov't
U S Gov't
U S Gov't
U S A
Forest Service
860'
6615' ±
760'
25
24
30
19


T 34 S, R 8 W W M
T 34 S, R 7 W W M
U S Govt
LOT 8
LOT 8
LOT 8
390'
440'
445'
R I V E R
G
U S A
Forest Service
N

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Alameda Mine — Dean Placer Section

DATE: 8-16-62

TO: Joy Barber

FROM: V. R. Jones

Jw 594

Action on the change of grade in the vicinity of Sta 161+30 should be withheld until it has been determined if the house can be moved further from ℄. Frank McKinney believes that the occupant may have a personal property interest in the house even if built on BLM land. If so it could be moved legally with County funds. Some one from this office will contact the Josephine County Engineer in the near future.

V.R. Jones
(SIGNATURE)

PLEASE REPLY HERE

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

PHONE GR 6-2361

RICHARD L. TEMPLIN, JR.
COUNTY ENGINEER

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
COURT HOUSE
GRANTS PASS, OREGON

NOTED
H. S COX

NOTED
V. R. JONES

RECEIVED
AUG 1 6 1962
ENGINEER
COUNTY & CITY RELATIONS

August 15, 1962

NOTED
R. H. PRANGE

Mr. H. S. Cox
City-County Relations Engineer
Salem
Oregon

Dear Sir:

Enclosed is a print of Galice-Alameda Road showing a request for change in grade to be approximately equal to the existing road surface in the vicinity of Station 161+30.

This request is based upon the necessity of the County having to negotiate damages to an existing occupied house which the Bureau of Land Management states is on an invalid, unpatented mining claim. This places the County in a rather unique position, as no public funds can be paid for unlegal property claims, yet the County would be forced to evict the man who might collect very substantial damages if suit was brought against the County.

A change of right of way is also requested from Station 159+00 to Station 165, as shown, provided the construction can fall within the widths as shown on the attached print.

A right of way change is also requested from Station 48+04.51 to Station 84+83.13, as this section crosses valid, unpatented mining claims on which the County will have to pay for profit on gold bearing ground covered by right of way. (See enclosed print).

Sincerely,

R. L. Templin J

R. L. Templin Jr., County Engineer
Josephine County
Oregon

RLTJr.:ef

Encl.

Copy to [illegible]
8-16-62

NOTED
old C. Ayers

NOTED
H. S. COX

July 24, 1963

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon

NOTED
DON HARWELL

Advance Deposit
Price Agreement No. 1
Contract No. 6206

Gentlemen:

This is to acknowledge receipt of your check for $9,400 which is to be used as additional advance deposit on the Alameda Mine-Dean Placer Section, Contract No. 6206, FAS 594. This will approximate 20% of the estimated cost of $47,500 for Price Agreement No. 1 covering slide removal on the abovementioned contract. A copy of the price agreement is enclosed.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: Mr. R. L. Templin

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-23-63	CC 815		517-1054

RECEIVED
JUL 24 1963
ENGINEER
COUNTY & CITY DIVISION

INVOICE NUMBER
79239

NOTED
DON HARWELL

Josephine County
Courthouse
Grants Pass, Oregon

~~Att: Board of Commissioners~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit (slide repair)			20,000.00
Partial transfer of county additional advance deposit for Alameda Ming-Dean Placer section of FAS 594			7,000.00
To be retained			13,000.00

ACKNOWLEDGMENT OF BILLING REQUES

Cash Received with Request: $

By

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

NOTED
H. S. COX

Salem, Oregon
July 11, 1963

NOTED
DON HARWELL

Mr. L. H. Young
OFFICE

Alameda Mine-Dean Placer Section
Contract No. 6206
FAS 594, Josephine County

NOTED
R. H. PRANGE

In a letter to the Josephine County Board of Commissioners dated June 24, 1963, of which you have a copy, the County was notified of an anticipated overrun of the contract cost due to a large slide. They were informed that we would request an increase in their advance deposit as soon as we had an estimate of the additional cost. This estimate has not yet been received for transmittal to the county but they have sent us their check for $9,400 to be applied on the anticipated additional cost. This amount will be held in advance deposit until the new estimate is received.

Verne R. Jones
County and City Planning Engineer

VRJ:mm

cc: C. H. Maison

NOTED

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
V. R. JONES

June 24, 1963

NOTED
DON HARWELL

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon

RE: Alameda Mine-Dean Placer Section
FAS 594, Josephine County

Gentlemen:

As you no doubt are aware, a serious slide condition has arisen on the above section which will greatly increase the cost of the project. Four proposed plans for treatment of the slide area have been prepared and Mr. Cox of this office will discuss them with Mr. Templin. After the one most satisfactory to Josephine County has been selected, a cost estimate will be prepared and submitted to the County and the usual advance deposit will be requested. The work will be included in the present contract and ample financing has been provided for in the existing agreement between Josephine County and the State covering this project. There is a total of $122,000 in FAS funds available to the County in addition to the present contract and this should be sufficient to cover all additional costs of this slide correction work.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

cc: L. H. Young
G. A. Decker

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

FORM E-30X—50M—5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 21, 1963

SUBJECT: Alameda Mine-Dean Placer
FAS 594
Josephine County

To: F. D. Morgan
Construction Engineer
Salem, Oregon

NOTED
R. H. PRANGE

RECEIVED
JUN 24 1963
ENGINEER
COUNTY & CITY DIVISION

On the subject project, during the weekend of June 8 and 9, a slide started to develop between Stations 86+00 and 92+75. By Monday morning, June 10, the road was completely blocked by the slide. By the 19th the slide had been removed enough so that the road again could be opened to traffic.

This area was cross sectioned and the amount of material necessary to be removed to correct this sliding condition has been figured out on four different methods as indicated by the attached letter from Glenn E. Roberts, Resident Engineer. The first two methods indicated require far too much material to be moved economically on this small project. Methods 3 and 4 would be the minimum amount of work that could be done and still expect to correct the slide. The latter two methods are designed with a 10' or 15' fallout area so that if the slide continues to ravel there will be an area for this material to collect and for the maintenance crews to work without interfering with the traveled roadway.

Mr. Templin, County Engineer for Josephine County, has indicated that money to do this additional work is available on their present budget. Their budget is on a fiscal basis, therefore he would have to have this information before June 30.

John Quiner II

John Quiner II
Ass't. Division Engineer

JQII:lf
Attach.

cc: H. S. Cox, Attach.

8

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
June 20, 1963

SUBJECT: Kesterson Slide
Alameda Mine-Dean Placer Sec.
F. A. S. 594
Josephine County

To: Mr. L. R. Chandler
Division Engineer
Roseburg, Oregon

Attention: Mr. John Quiner II
Ass't. Div. Engr.

The following is an estimate of the number of cu. yds. involved in the slide between stations 86+00 and 92+75, for various methods of treatment.

1. No fallout area, 30 foot benches with a 40 foot rise between benches on a 3/4" : 1 slope.
   421,394 Cu. Yds - 35,038 cu. yds.(As staked)
   Net increase 386,356 Cu. Yds.

On the above method, the slopes would catch out a maximum of approximately 640 feet, which is far beyond any crack at this time. The maximum crack at this time is approximately 345 feet.

2. No fallout area, 15 foot benches with 30 foot rise between benches on a 3/4 : 1 slope.
   201,552 cu. yds. - 35,038 cu. yds.(as staked)
   Net increase 166,514 Cu. Yds.

3. Starting approximately 20 feet back of break, down on a 3/4 : 1 slope for approximately 60 feet to a bench of variable width and elevation, depending on material encountered. A 15 foot fallout area at grade, up on a 3/4 : 1 slope for 50 feet, then a 30 foot bench, and connect the two benches with an approximate 1 : 1 slope, depending on the material encountered. On this we would work from station 86+00 to 91+00.
   134,806 cu. yds. - 25,046 cu. yds.(as staked)
   Net increase 109,762 Cu. Yds.

slope

4. Same as above section but with only a 10 foot fallout area at grade.
   115,869 cu. yds. - 25,046 cu. yds.(as staked)
   Net increase 90,823 Cu. Yds.

The contractors bid prices on this project are $0.45 per cu. yd., short overhaul $0.01 per yd. sta. and long overhaul $0.35 per C-yd. sta. There will be some additional cost for extra clearing. We have no need for the material and cannot see any economic adjustment in the grades. Believe a reasonable amount of material can be wasted over the bank at the point of the slide without materially mudding up Rogue River, at least within the free haul limits.

Kasterson Slide Continued

At this time, I cannot quote what the contractor will move this material for, but believe it will be slightly less than his bid price if we can waste the material in the immediate area. As stated previously there will be some extra cost ($1,500.00) for clearing.

I would recommend either method 3 or 4.

We have had two rather small slides to the north of the main slide, one at station 102+00 of about 75 cu. yds. (popout on the slope) and the other slide of about 2,000 cu. yds. at station 105+00.

It is anticipated that there may be some more slides near the northerly end of the project, station 184+00 to station 195+00.

Glenn E. Roberts
Resident Engineer

NOTED
V. R. JONES

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
R. H. PRANGE

January 31, 1963

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit of $15,500 on the Alameda Mine-Dean Placer Section, FAS 594. Contract No. 6206 has been awarded to Buswell Brothers of Roseburg.

A copy of the contract and a set of plans are enclosed. If additional copies are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
Harold C. Ayers

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-8-63	cc-797		517-1054-297

INVOICE NUMBER
77628

Josephine County
Courthouse
Medford Oregon
Attn.: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$40,600.00
Partial transfer county's advance deposit for the Alameda Mine-Dean Placer Section of FAS 594. Covered by agreement dated 12/7/62.			30,000.00
To be retained			$10,600.00

NOTED
R. H. PRANCE

RECEIVED
JAN 10 1963
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $................

By ....

A 150 (REVISED 7-60)

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

December 19, 1962

NOTED
Harold C. Ayers

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon

NOTED
R. H. PRANGE

Gentlemen:

On December 18, a satisfactory bid was received from Buswell Brothers of Roseburg for construction of the Alameda Mine-Dean Placer Section of FAS 594. As per agreement between county and state, the following advance deposit is required of the county prior to awarding the contract:

Bid Items	$176,195.00
Flagging	4,000.00
Move mail boxes	100.00
Signing	150.00
Subtotal.......	$180,445.00
12-1/2% Engineering & Contingencies	22,555.63
Estimated Total Cost...............	$203,000.63*
County Advance Deposit 20% of $203,000.63 = $40,600 ------------	$ 40,600.00

Please make this deposit by means of a check or warrant in the amount of $40,600 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By: V. R. Jones
Planning Engineer

NOTED
V. R. JONES

VRJ:ms
cc: Mr. R. L. Templin

*This is a reduction of about $12,000 from the amount given to Mr. Templin in a phone conversation, due to the discovery of an error in Buswell Brothers' bid.
VRJ

RECEIVED
JAN 1 6 1963

FOR FILING

December 28, 1962

Ruswell Bros.
P. O. Box 665
Gold Beach, Oregon

Gentlemen:

The State Highway Commission on December 21, 1962 accepted your proposal for grading the Alameda Mine-Dean Placer Section of FAS 594 in Josephine County for the sum of $176,195, and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 62 6. Contract forms are now being prepared and will be mailed to you shortly for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

RECEIVED
DEC 1962

FOR FILING

FORM [illegible] 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1962

SUBJECT: Utility Adjustments
Alameda Mine-Dean Placer Section
FAS-594
Josephine County

To: Mr. H. S. Cox
County and City Relations Engineer

OFFICE

Attached you will find copy of a letter from the Pacific Power and Light Company, COPCO Division, relating to the adjustment of their facilities on the above section.

This project is located on a Federal-aid secondary county road. It is our opinion that this is the problem of Josephine County and not the State. Please refer this to the County for action.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachment

cc: P. R. Barnhart
General Files

PACIFIC POWER & LIGHT COMPANY

MEDFORD, OREGON

November 29, 1962

Oregon State Highway Department

Salem 10, Oregon

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Gentlemen:

Subject: Utilities Adjustment
Alameda Mine - Dean Placer Sect.
FAS 914 - Josephine Co.

In developing our plans for the adjustment of our facilities between approximate Stations 85+00 to 153+00 of the above referenced section of FAS 914, we find our original installation was covered by a U.S.F.S. Special Use Permit entitled"USES - Siskiyou California Oregon Power Company, Power Transmission, June 21, 1954". This permit was written for a term of 50 years and does not contain a contractual obligation to relocate our facilities at our expense.

Effective June 23, 1956, the land covered by our Special Use Permit was transferred to the Bureau of Land Management, Department of Interior. Subsequently, the Bureau issued a substitute right of way grant - Oregon 06347 dated December 7, 1961 which cancelled the Special Use Permit and presently covers our existing facilities.

I am of the opinion that we are entitled to be reimbursed for the adjustment of our facilities required by the State's proposed construction in this section of FAS 914, however, before submitting our claim, I would appreciate your opinion on this matter.

Your early attention to this matter would be appreciated so we will be able to complete our adjustments without conflicting with your contractor's schedule.

Very truly yours,

PACIFIC POWER & LIGHT COMPANY
COPCO DIVISION

T.H. Ness

T. H. NESS
Plant Records Supervisor

JKN:sc
cc: PBarnhart

CONSTRUCTION DIVISION
RECD
NOV 30 1962
NOTED- ☐ ☐

RECEIVED
DEC-6 1962
FOR FILING

223(a)
[illegible]

MISC. CONTRACTS and
AGREEMENTS No. 276

Salem, Oregon
December 5, 1962

Cooperative Construction Agreement
Alameda Mine-Dean Placer Section
FAS 594
Josephine County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attached is a conformed copy of a cooperative construction agreement with Josephine County covering the Alameda Mine-Dean Placer Section of FAS 594 in Josephine County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Josephine County.

Secretary

FH
Attach: 1

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

Salem, Oregon
November 14, 1962

Mr. Earl Saling
OFFICE

Alameda Mine-Dean Placer Section
FAS 594, Josephine County

NOTED
V. R. JON

NOTED
DON HARWELL

Attached are three copies of a certification of right-of-way acquisition covering File No. 34756 on the subject project.

D. N. Harwell
For Don Harwell
V. R. Jones
County and City Relations Planning Engineer

DNH:mm
Att.

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. ______________

Highway No. FAS 594

Name of Project Alameda Mine-Dean Placer Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Grants Pass, Oregon, this 9th day of November, 1962.

Josephine County by its
Board of County Commissioners

B. E. Davidson
Chairman

Louis D. Ringuette
Commissioner

Donald M. McGregor
Commissioner

NOTED
H. S. COX

July 24, 1962

Mr. Richard L. Templin
Josephine County Engineer
Courthouse
Grants Pass, Oregon

FAS 594

Dear Mr. Templin:

Enclosed are five original option forms and one description in triplicate covering right-of-way acquisition for Alameda Mine-Dean Placer Section of the Alameda County Road in Josephine County.

Please return a signed copy of each option to this office so that we may inform our engineers of any conditions on these transactions.

Also enclosed are three right-of-way certificate forms. Please return two signed copies of these certificates as soon as all right-of-way negotiations are complete.

Please bear in mind that this project is tentatively scheduled for September 19. Actual advertising for projects precedes the letting by one month so the right-of-way certificates should be in this office by August 20, 1962.

Under separate cover right-of-way maps #8B-26-5 covering the above mentioned area are being mailed to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HSC:mm
Encl.

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUL 24 1962
ENGINEER
COUNTY & CITY RELATIONS

Salem, Oregon
July 23, 1962

SUBJECT: OPTIONS
Alameda Mine-Dean Placer
Alameda County Road

To: Mr. H. S. Cox
County & City Relations Engr.
Highway Building

Attached you will find 5 original option forms and one description in quadruplet covering right of way to be acquired in connection with Alameda Mine-Dean Placer Section of the Alameda County Road in Josephine County.

Please return a signed or conformed copy of each option to the Highway Department so that we may inform the engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover 4 prints of map No. 8B-26-5 covering this area and bearing our date of July 16, 1962.

File No.	Name	Area
34756-A	Estella M. Lewis	0.3 Acre
34756-B	U. S. Forest Service	3.7 "
34756-C	State Game Commission	1.0 "
34756-D	Charles J. Timmerman	0.01 "
34756-E	Milton E. Acker, et ux	0.05 "
34756-F	James F. Wickham, et al	4.5 "

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 5 Options
1 Descr.

L. R. Chandler
L. W. Riley

FORM E-30X 50M 2-60 26119

NOTED
[illegible] C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1962

NOTED
H. S. COX

NOTED
DON HARWELL

SUBJECT: Alameda Mine - Dean Placer Section
Alameda County Road
Josephine County

574

To: Mr. W. T. Wright
Right of Way Engineer
Office

NOTED
R. H. PRANGE

Attached are descriptions and an authorization, on the subject section.

Josephine County is to acquire the right of way.

Frank D. Morgan
Construction Engineer

By D J Barbee

D. J. Barbee
Assistant Const. Engineer

Attach.

cc: Mr. H. S. Cox

FOS:lw

RECEIVED
JUL 16 1962
ENGINEER
COUNTY & CITY RELATIONS

[illegible]
PROJECT BASE DESIGN

NOTED DON HARWELL

NOTED H. S. COX

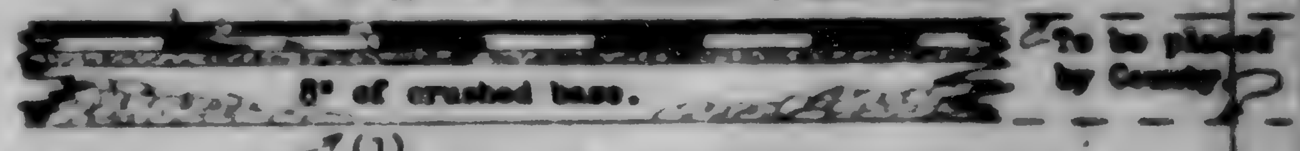
Section Alameda Mine - Dean Placer   Highway F. A. S. 594   County Josephine   Profile 512-1469
Res. Engr. D.B. Roberts   Approx. Length of Project 2.73 Miles.   Sta. 50±   to Sta. 193+49.60±   Date 6-18-62

TYPICAL SECTIONS Traffic Classif. - Medium (Logging Area)

NOTED Harold C. Ayers

NOTED R. H. PRANGE

1½" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 level course. (incl. binder.)



To be placed by County

8" of crushed base.

(1) Clayey Sand

(1)
Typical Soil

28 LL
9 PI
60 % P 200 (⅞ reduction)
8 % Gravel
16 % Coarse Sand
16 % Fine Sand
35 % Silt
25 % Clay
16 "R" Value (Corrected)
AASHO CLASSIF. - A-4 (5)

Total Surfacing Thickness Requirements for other Traffic Classif.
Light - 12"

State participation is for grading. Josephine County to place the surfacing at a later date.

Required Base & Surf.		Designed Base & Surf.		
Crushed	Not Crushed	Exist. Surf. Allow.	[illegible]	
			3½	AC
			2	Level
			8	Cr Base
13½			13½	

RECEIVED JUN 21 1962 ENGINEER COUNTY & CITY RELATIONS

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the County.											
Paving Type - County preference.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by
Staff Assistant
~~Soils Engineer~~

Recommended by
Asst. Construction Engineer

Recommended by
Engineer

Approved by
Deputy State Highway Engineer

NOTED
[illegible]

MEMO TO J. W. NASH

NOTED
H. S. COX

Date: May 11, 1962

FAS 594, JOSEPHINE COUNTY

TERMINI: North end is 0.15 mile north of the old Alameda Mine approximately 3.6 miles north of Galice. It extends southerly 2.7 miles to a point 0.9 mile north of Galice. Alameda Mine-Dean Placer Section.

PROPOSED WORK: Clearing, grading, and drainage, to a subgrade width of 32 feet.

NOTED
DON HARWELL

NOTED
V R. JONES

PROJECT LENGTH: 2.72 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$260,000	$156,000	$52,000	$52,000	(County)

EXISTING FACILITIES: 8' - 12' light gravel, 10' - 20' roadway. Narrow, winding road inadequate for present traffic.

NOTED
R. H. PRANGE

ADJACENT SECTIONS:

~~NORTH/EAST END~~

NORTH END: Under construction by Bureau of Public Roads, BLM 501-A, two 11' gravel lanes.

~~SOUTH/WEST END~~:

SOUTH END: Under construction by County. Designed for 20' bituminous surface and 4' shoulders.

PROJECT DATA: The project consists of clearing, grading, and drainage, and the subgrade width will be 32'. The County will place surfacing and bituminous wearing surface at a later date. They plan a wearing surface 20' wide and 4' shoulders.

RIGHT OF WAY: 70' minimum.
ACCESS CONTROL: None required.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None.
PUBLIC HEARING: None.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See S-222(1).

VRJ:mm

Salem, Oregon
May 9, 1962

NOTED
H. S. COX

Alameda Mine-Dean Placer Section
FAS 594, Josephine County

Mr. J. E. Morelock
OFFICE

NOTED
V. R. JONES

The survey data has been examined and found to be consistent with the project requested by Josephine County and approved by the Highway Commission.

The County has requested that guardrail be omitted and metal sight posts be placed as the County plans to place the guardrail with its own forces at a later date.

With the addition of $100,000 of exchange FAS funds from Clackamas County, there will be a total of $267,000 FAS funds available for this project.

V. R. Jones
County & City Relations Planning Engineer

VRJ:mm

PHONE GR 6-2361

RICHARD L. TEMPLIN, JR.
COUNTY ENGINEER

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
COURT HOUSE
GRANTS PASS, OREGON

FAS 594

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

May 1, 1962

OREGON STATE HIGHWAY DEPARTMENT
City and County Relations
Salem, Oregon

NOTED
R. H. PRANGE

Attention: Mr. Vern Jones

Dear Sir:

Please be advised that we gratefully accept excess F.A.S. funds belonging to Clackamas County, to apply to the Dean Placer-Alameda road construction project. We authorize repayment of these funds borrowed as soon as the next F.A.S. allocation becomes available this fall.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
By

Commissioner

By B. E. Davidson
Commissioner

By Louis A. Pauquette
Commissioner

RLTJr./ef

To Hwy Com
5-25-62

RECEIVED
MAY 2 1962
ENGINEER
COUNTY & CITY RELATIONS

4-25-62

PROPOSED EXCHANGE OF $100,000 OF 1963 FAS FUNDS
JOSEPHINE AND CLACKAMAS COUNTIES

Construction of the Alameda Mine-Dean Placer Section of the Galice Road, FAS 594, in Josephine County will require an estimated $100,000 more of FAS funds than the county has available at present. Josephine County is extremely anxious to place this section under contract as soon as possible and they have requested the use of FAS funds available to Clackamas County. The Clackamas County Board of Commissioners have filed with the Highway Department a letter signed by the Board members stating that they are willing to permit the use of their funds by Josephine County. These funds will be returned to Clackamas County from the next FAS allotment to Josephine County.

62-d
4/25/62

9

RECEIVED
[illegible] 1962
FORM E-30 50M 3-61 34387
FOR FILING
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1962

SUBJECT: County FAS Funds
Clackamas and Josephine County

To: Mr. R. L. Porter
OFFICE

Attached is a copy of a letter from the Clackamas County Board of Commissioners advising their willingness to lend a portion of their remaining $130,000 of FAS funds to Josephine County. The amount needed by Josephine County to complete the financing requirements of the Alameda Mine-Dean Placer Section on FAS 594 is presently estimated at $100,000. This exchange of funds will be submitted to the Highway Commission for approval at the next Commission meeting.

V. R. Jones
V. R. Jones
County & City Relations Planning Engineer

VRJ:mm

Att.
cc: F. D. Morgan
L. H. Young

RECEIVED
APR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

COUNTY OF CLACKAMAS
Board of Commissioners

C. E. LATOURETTE, Chairman
DARRELL JONES, Commissioner
S. C. ELY, Commissioner

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

April 19, 1962

Oregon State Highway Commission
City & County Relations
Salem, Oregon

Attention: Mr. Vern Jones

Dear Sir:

Pursuant to your conversation with Commissioner Ely of this date relative to loaning a portion of our FAS fund reserve to Josephine County, please be advised that we have no plans for the use of this money over and above the Sunnyside Road Project and the joint Clackamas-Marion County projects.

We are in agreement and willing that Josephine County borrow such excess funds credited to Clackamas County as they may need to accomplish the program they have planned subject to repayment of this credit when they receive their next FAS allocation.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

E Latourette
Chairman

Darrell Jones
Commissioner

S. C. Ely
Commissioner

RECEIVED
APR 23 1962
ENGINEER
COUNTY & CITY RELATIONS

SCE/dab

Copies to Richard Templin
R.L. Porter
L.H. Young
4-23-62
V.J.

9

RECEIVED
APR 9 1962
FOR FILING

5-222(4)

62-06

UNITED STATES G ERNMENT

Memorandum

U.S. DE RTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

DATE: April 5, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.32 Salem, Oregon

SUBJECT: Oregon Federal-aid Secondary System

Mr. Cameron's March 6, 1962 memorandum, approving the addition and/or revision of a number of routes listed in Supplemental Tabulation No. 147, advised that action on the 3.5 mile section of FAS Route 594 in Josephine County from the vicinity of Alameda Mine northerly to FAS Route 850 was deferred pending further investigation.

The matter of system action involving routes under Bureau of Land Management jurisdiction was referred to our Washington, D.C., office for comment. Mr. G. M. Williams' March 28, 1962 reply is quoted as follows, for your information:

> "We would have no objection to adding the BLM roads to the FA Secondary system if they qualify as principal secondary and feeder routes. The fact that the BLM had previously charged fees to haulers of privately owned timber for maintenance of the road would not disqualify the routes from consideration. Based on a decision by the Comptroller General, B-65972, relating to payment by private users hauling timber on forest roads, these user charges on BLM roads are not considered tolls within the meaning of Section 301 of Title 23, USC.
>
> "From informal discussions here with BLM officials, it is our understanding that the BLM intends to work out agreements for transferring jurisdiction of Road 501 to the county."

NOTED
R. L. PORTER

Copies To.
[illegible]
[illegible]
4-6-62

LOCATION PROSPECTUS
ALAMEDA MINE-DEAN PLACER SECTION
FAS 594, JOSEPHINE COUNTY

NOTED
R. H. PRANGE

The following prospectus is submitted concerning the above-mentioned section of FAS 594, which is a county road on the Federal Aid Secondary System. The northerly terminus is at Station 198+20, approximately 0.15 mile north of the Old Alameda Mine. The southerly terminus is at approximate Station 55+00, which point is 1.0 mile northerly of the town of Galice. The overall length of the project is 2.73 miles.

This will be a location survey to prepare plans, specifications, and estimates for grading only on revised alignment. There are no towns affected by this project; however, the route goes past the Rand Ranger Station which belongs to the United States Forest Service.

The general route was initiated by the Bureau of Public Roads and follows along the left bank of the Rogue River in the approximate location of the existing facility. Preliminary plans of a projection made by the Bureau of Public Roads are available. Soils investigations will be conducted to supplement existing data. Special drainage studies will be made where required. There is a possible slide area near the southerly end of the project. An economic analysis is not needed at this time.

The existing 1959 ADT is 80 and the projected 1979 ADT is 160. At present a large part of the traffic is tourists and fishermen. It is anticipated that with the improvement of this section considerable log truck traffic will develop. This will be a Class "E" highway, with a maximum grade of 5 per cent and maximum curvature of 26 degrees. The typical section will be two 10-foot travel lanes with 4-foot shoulders. No oiling or paving of this section is included in this survey. The county requests that guardrail and sight posts be omitted from the grading contract as they will be placed later by county forces. Deviations from State standards are anticipated in that one-half length spirals, or none at all, will be necessary due to excessive curvature and possibly two curves sharper than standards will be required.

The estimated rise and fall is 200 feet and the total curvature is 660 degrees. No survey of the existing road exists so a comparison of rise and fall and curvature cannot be made.

This will be a two-lane county road with no control of access. There are no interchanges, railroad crossings, or major stream crossings.

The tentative base design for construction is:

Paving	3½"	A.C.
Top Course, Base	2 "	3/4-0
Bottom Course, Base	8 "	Coarse
Total Depth	13½"	

(Base design is subject to change upon completion of soils investigations.)

Materials are available from local or county sources.

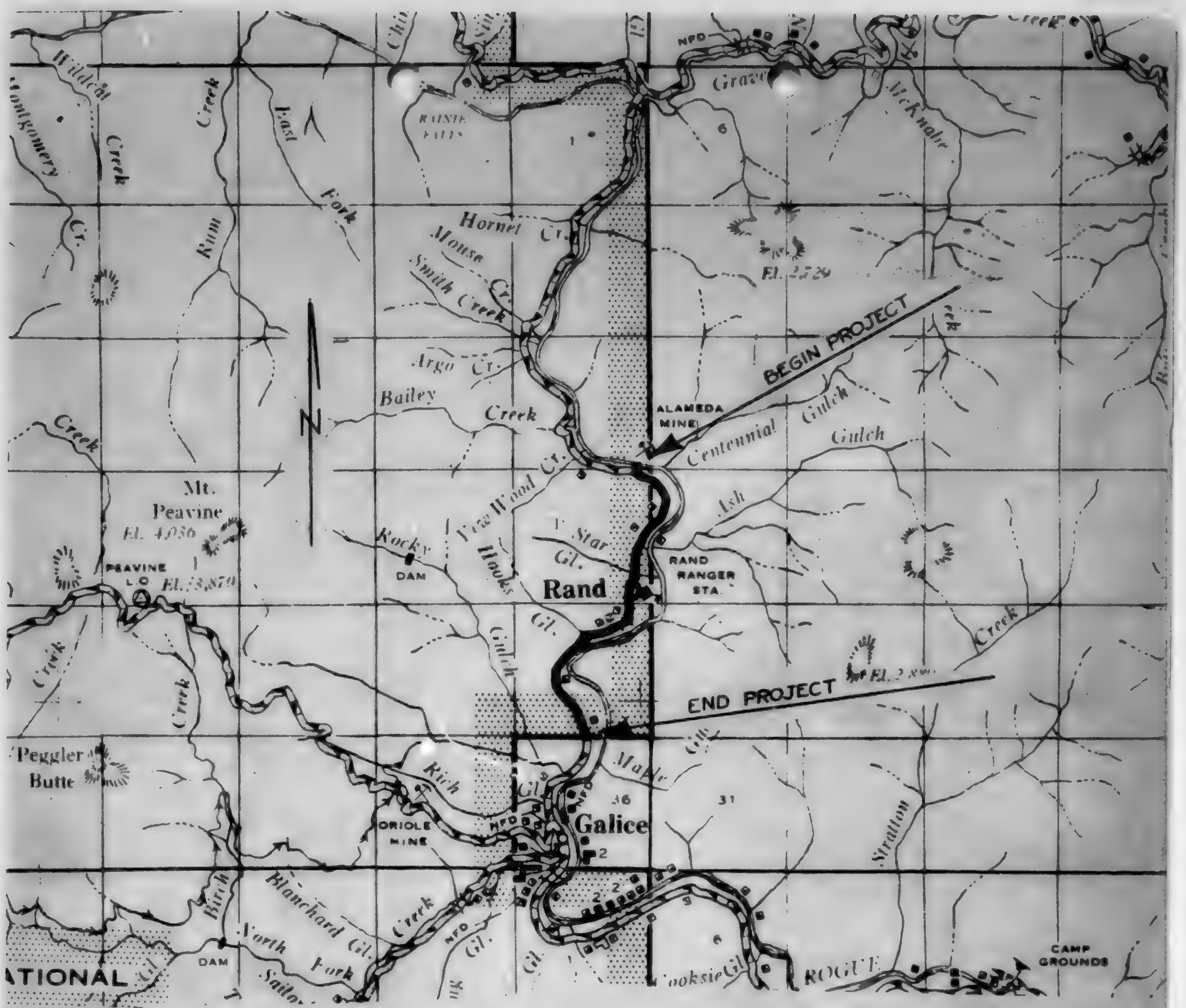
Agreements will be necessary with Josephine County.

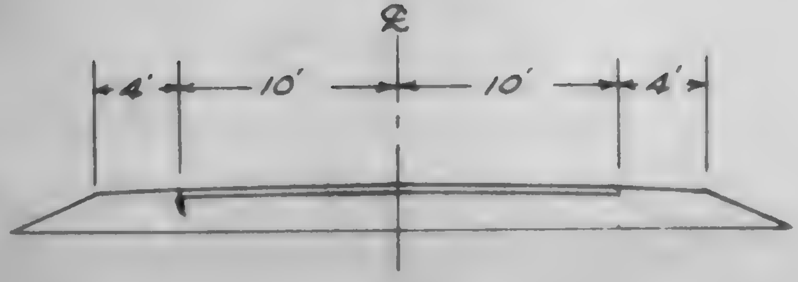
There are no State parks or roadside rest areas affected by this project.

July 12, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
Frank Morgan (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright (2)





PROSPECTUS MAP
ALAMEDA MINE-DEAN PLACER
FAS 594

JOSEPHINE COUNTY

Scale 1"=1 Mi. 1961

PROPOSED PROJECT
JOSEPHINE COUNTY

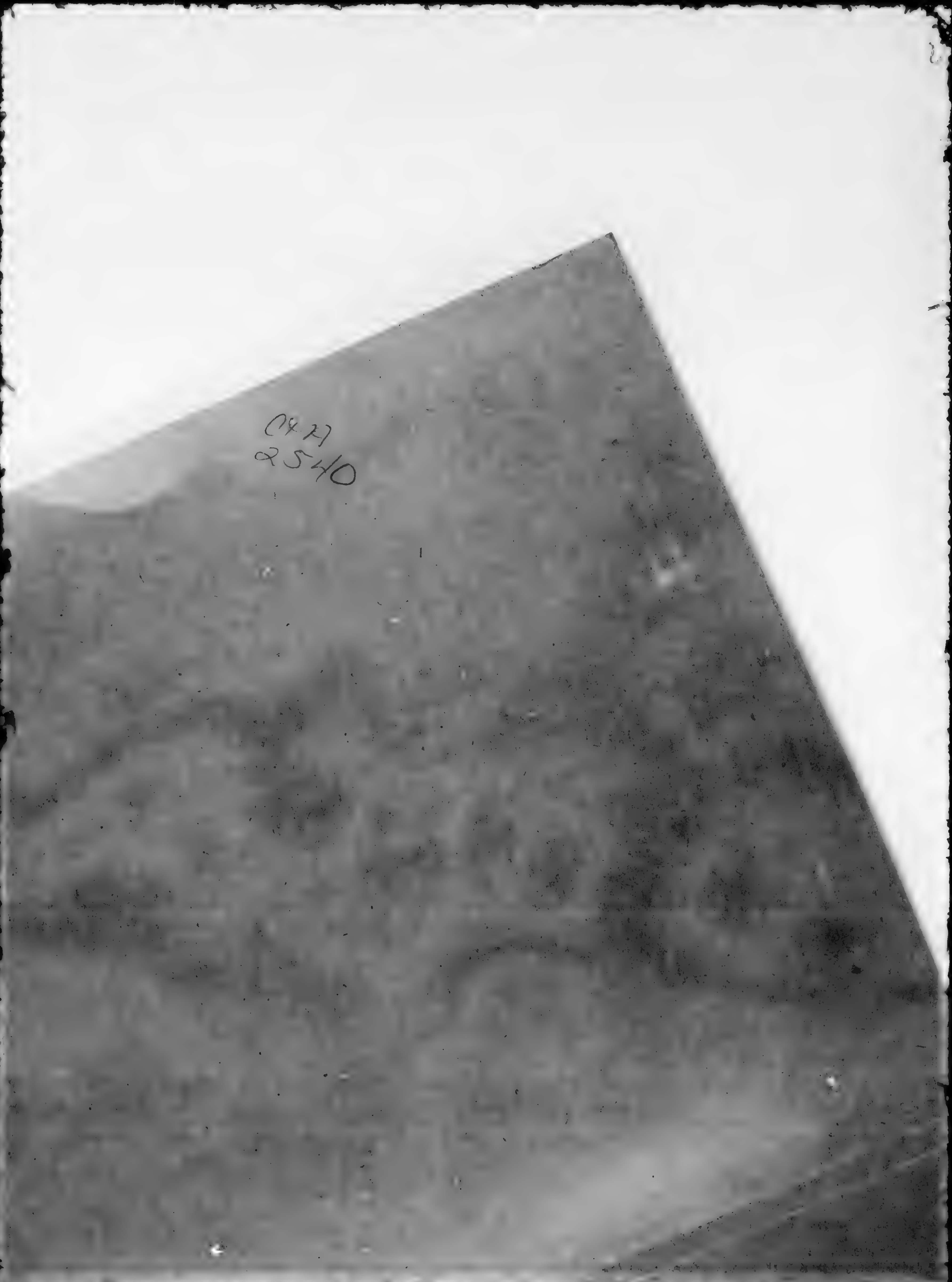
FAS 594, Galice Road: Alameda Mine-Dean Placer Section, grading, 2.7 miles, $168,000. This section extends northerly along the west bank of the Rogue River from a point 1.0 mile north of Galice.

The proposed project is for grading only and the County will surface and pave at a later date. The design will be similar to the recently completed Galice-Windy Gap Section which has a subgrade width of 32 feet. The County has requested that guardrail and sight posts be omitted from the grading contract as they will be placed later by county forces. The Bureau of Public Roads has made a preliminary survey from Galice northerly to Grave Creek. The County plans to construct the 1.0 mile section north of Galice to Station 55+00 and the approximate limits of the FAS project would be Station 55+00 to Station 198+20. The Bureau of Public Roads will contract the section beginning at Station 198+20 and extending to the Rogue River Bridge at Grave Creek. The $168,000 shown represents the presently available total of FAS funds available to Josephine County.

approved
5-26-61

61-c
3/23/61

S-499(1) K.I.D. "A" Canal Bridge on 1963
Washburn Way
#6207



C4A
2540

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-22-64	CC 802		[illegible]

RECEIVED
JUN 2 [illegible]
ENGINEER

Contract 6207
S- 499(1)

Klamath County
Courthouse
Klamath Falls, Oregon

Att: Board of Commissioners

INVOICE NUMBER
81925

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: KID "A" Bridge, FAS 127, Covered by agreement dated October 20, 1961.			
County advance deposit		6,700.00	
Amount previously transferred		4,000.00	
			2,700.00
County share total cost		6,036.97	
Amount previously transferred		4,000.00	
			2,036.97
Refund due county			663.03

ACKNOWLEDGMENT OF BILLING REQUEST
[illegible] Request $
By

A 150 (REVISED 7-60)

RECEIVED
AUG 19 1963
FOR FILING

6201

FORM 5-30X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 9, 1963

SUBJECT: Access Points
K.I.D. Canal-Malin
Highway Junction Section
Klamath Falls-Lakeview Hwy.
Klamath County

To: Mr. Lloyd P. Shaw
Assistant State Highway
Engineer

OFFICE

Attached is a tabulated sheet listing the access points which we plan to allow the various adjacent owners on the above Project. Attached also is a Right of Way map upon which is shown the location of each of these access points.

The points of access have been determined by field inspection conducted by our Right of Way people in conjunction with the Resident Engineer, and have been determined to be the minimum necessary to adequately serve the owners' remaining property. No use restrictions will be imposed on access points on this project. All points of access have been approved by Division Engineer Swift.

It is recommended that this line be appraised and negotiated on the basis as listed on the attached sheets.

L. I. LINDAS
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

DHM:mk
Attachments
cc: L. I. Lindas

original approved by Mr. Shaw.
Returned to Wright with map
8-19-63

NOTED
LLOYD P. SHAW

ACCESS POINTS

K. I. D. CANAL-MADISON ST. UNITY
K. I. D. CANAL KLAMATH FALLS-MALIN HWY SECTION
Klamath Falls-Lakeview Highway
KLAMATH COUNTY
August 6, 1963

File No.	Name	Engr's Sta.	Width	Side
	Cash & Save Oil Co.	77+84	35'	North
		78+88	35'	North
35905	Bennington	79+43	35'	North
		80+37	35'	North
35908	Peace Memorial Presbyterian Church	81+13	35'	North
		82+03	35'	North
		84+05	35'	North
35912	Compton	84+05	35'	North
		84+73	30'	North
35913	Beals, A. N. & A. V.	85+48	35'	North
		86+34	35'	North
		87+19	35'	North
35916	DeWitt, E. H. & N. R.	87+76	35'	North
		88+54	35'	North
35917	Bell, F. E. & W. D.	90+44	35'	North
35920	Owens, E. H. & L. E.	90+79	25'	North
35921	Signal Oil Co.	91+96	35'	North
35925	Hall, D. & O.	94+00	35'	North
35926	Green, V.	94+00	35'	North
		94+75	35'	North
35927	Mason & Waggoner	95+51	25'	North
35929	Abbey, L. D.	96+28	25'	North
35930	Keesee, W. A. & A.	96+56	25'	North
35932	Bonnotto, A. & L. A.	97+82	25'	North
35933	Hartley, C. E. & V. B.	97+82	25'	North

File No.	Name	Engr's Sta.	Width	Side
35934	McFarland, J. C. & G. J.	98+41	35'	North
35936	Bible Baptist Church	98+98	30'	North
35938	Stiles,& Wiard	99+84	35'	North
35943	Baraboo, L. & D.	102+85	30'	North
35945	Starkey, F. L. & L. M.	103+78	25'	North
35947	Dufour, C. H. & T.	104+77	25'	North
35950	Williams, C. H. & M. E.	106+34	25'	North
		107+00	30'	North
35952	Miller, C. W.	108+11	25'	North
35954	Shields, C. J. & C. M.			
35956	Ford, Anna	112+30	25'	North
35957	Sari, M.	113+33	35'	North
		114+25	35'	North
35958	Plato, G. D. & D.	115+43	35'	North
	Coppedge, V. P. & M. A.	116+46	35'	North
35962	Dehlinger, R. D. & S. R.	117+24	30'	North
35963	McCord, I. W. & F. R.	117+61	25'	North
35965	Landis, H. L. & L.	118+33	25'	North
35966	Roman, J. C. & F. L.	119+12	25'	North
35968	Lavin, D. W. & M. H.	120+25	25'	North
35969	Wheeler, A. L. & C.	120+80	40'	North
35971	Parr	122+98	35'	South
		121+80	35'	South
35972	Rignell, M.	122+18	35'	North
35973	Lehman, W. F. & E. K.	122+98	35'	North
35975	Grems	123+52	30'	North
35976	Minton	124+54	25'	South

File No.	Name	Engr's Sta.	Width	Side
	Gems (1st Fed. & Savings)	123+75	25'	South
35977	Peterson, M.	124+85	35'	North
35978	Swiggart (State)	125+47	25'	South
35979	Peterson, G. K.	124+85 125+60	35' 35'	North North
35980	Birkey, D. &. M.	125+60 126+34	35' 35'	North North
35982	Zambonin, E.	126+34 127+09	35' 35'	North North
35983	Anderson	127+25	25'	South
	Miter (Van Meter?)	126+26	25'	South
35984	Ledesma, L. & Alvarez, T.	127+09 127+68	35' 30'	North North
35986	Soder, L. A.	129+05	35'	North
35988	Murphy, E. G. & L.	130+43	25'	North
35991	Malone, B. D. & S. C.	131+56	25'	North
35990	Bellet, P. J. & E. M.	131+32	25'	South
35989	Frazer	130+29	25'	South
35987	Davis	129+43	25'	South
	(Argelsinger)	128+75	25'	South

APPROVED:

Lloyd P. Shaw

RECEIVED
JUL 29 1963
FOR FILING

S-499 (1)

6207

July 26, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On June 19, 1963, we wrote to you concerning release of final payment on contract #6207, awarded to Inter-City Const. Co., for construction of the K.I.D. "A" Canal Bridge on Washburn Way in Klamath County.

Final payment on this contract is $1,625.20 and the total contract amount is $29,636.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Inter-City Const. Co.,
3698 Franklin Blvd.,
Eugene, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 18 1963

FOR FILING

5-4199(1)
6207

June 17, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 6 on Contract 6207. The contract was with the Inter-City Construction Company and was for work on the K.I.D. "A" Canal Bridge on Washburn Way in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 17, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
JUN 11 1963

FOR FILING

9

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

S-499(1)

6207

June 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: K.I.D. "A" Canal
Contract No. 6207
FAP No. S-499(1)

Dear Sir:

Inter-City Construction Company completed work on the K. I. D. "A" Canal project on Washburn Way in Klamath County, Contract No. 6207, Federal-aid Secondary project no. S-499(1), on June 6, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query
D. B. Parkes
L. H. Young
C. H. Maison

NOTED ON CARD
dc

NOTED
FLOYD QUERY

RECEIVED
MAR 8 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

S-499(1)

6407

March 7, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Re: K.I.D. "A" Canal
Contract No. 6207
FAP No. S-499(1)

Dear Mr. Parsons:

Inter-city Construction Company started work on the K. I. D. "A" Canal bridge construction on Washburn Way in Klamath County, Contract No. 6207, FAP No. S-499(1), on March 6, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

ml

cc: C. S. Maison
L. H. Young
Floyd Query
D. H. Parkes

NOTED ON CARD
dc

NOTED
FLOYD QUERY

6207

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
FEB 1 - 1963

FOR FILING

MONTHLY TRANSACTION NO.	FO R-2 (RE -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 6207	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Klamath
		PROJECT NO. S-499(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. R. K.I.D. Canal Br., E. Bdy. Klamath Falls

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-62	0.017
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 32,454.00	$ 20,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

ASST State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

BXX A. W. Parsons
(Division Engineer)

L R Backlund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer February 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project S-499(1)

K.I.D. "A" CANAL BRIDGE ON
WASHBURN WAY (FAS 427) IN
KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 14, 1963

Type Code 1020
K.I.D. "A" Canal Bridge (Br. #9079)(Sta. 5+62.35 to Sta. 6+54.65)(Contract No. 6207)

Furnish (13") Prestressed Piling	900 lin.ft.	$ 5.00	$ 4,500.00
Drive Concrete Piles	22 only	100.00	2,200.00
Class "A" Concrete (58 cu.yds.)	All Required		5,800.00
3'x30"-35' Prestressed Slabs	36 only	390.00	14,040.00
Metal Reinforcement (7,800 lbs.)	All Required		1,326.00
Metal Parapet Rail	182 lin.ft.	9.00	1,638.00
	Subtotal		$29,504.00
	10% Engr. & Cont.		2,950.00
	Total		$32,454.00

Length of Structure - - - - - - - - - - - -0.017 miles

Federal Funds -	$20,400.00
State Funds -	6,027.00
County Funds -	6,027.00
	$32,454.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
JAN 16 1963
FOR FILING
[illegible]
6207

January 7, 1963

Inter-City Construction Co.
3698 Franklin Boulevard
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 20, 1962 accepted your proposal for construction of K. I. D. "A" Canal Bridge on Washburn Way within northeasterly limits of Klamath Falls, Klamath County, for the sum of $29,504.00, and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied, and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6207. Contract forms are now being prepared and will be mailed to you shortly for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. D. Savage (SIAC)
I. D. Merchant

NOTED
J. Mc C.

NOTED
H. S. COX

NOTED
DON HARWELL

January 16, 1963

NOTED
Harold C. Ayers

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit of $6,700 for the K.I.D. "A" Canal Bridge on FAS 427. Contract No. 6207 has been awarded to Inter-city Construction Company of Eugene.

Copies of the contract and plans are enclosed for your files. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-8-63	cc-798		518-1001-297

INVOICE NUMBER 77629

Klamath County
Courthouse
Klamath Falls, Oregon
Attn.: Klamath County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
			$6,700.00
Advance Deposit			
Partial transfer county's advance deposit for the K.I.D. "A" Canal Bridge on FAS 427. Covered by agreement dated October 20, 1961.			4,000.00
To be retained			$2,700.00

RECEIVED
JAN 10 1963
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $................

By ....

A 150 (REVISED 7-60)

NOTED
H. S. COX

December 19, 1962

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Klamath County Court
Courthouse
Klamath Falls, Oregon

Gentlemen:

On December 18, a satisfactory bid was received from Interstate Construction Company of Eugene for construction of the K.I.D. "A" Canal Bridge located on FAS 427 in Klamath County. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$29,504.00
Engineering & Contingencies	3,688.00
Estimated Total Cost.......	$33,192.00

County Advance Deposit
20% of $33,192 = $6,638.40 -- or say -- $ 6,700.00

Please make this deposit by means of a check or warrant in the amount of $6,700 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received a contract can be awarded for this project.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

RECEIVED
NOV 21 1962
ENGINEER
COUNTY & CITY RELATIONS

November 20, 1962

NOTED

Oregon State Highway Department
County City Relations Office
Salem, Oregon

Attention: H. S. Cox

Dear Mr. Cox:

Enclosed is a copy of the easement for the North Washburn Way bridge across the "A" Canal.

I am forwarding it at this time so that any pertinent provisions may be incorporated into the special provisions.

I have discussed the matter with the Bureau and also the Klamath Irrigation District, and they agree that sidewalk construction would not be objectionable during the irrigation season, provided the contractor did not dump trash in the canal. It seems that during the construction of the Westside Bypass the contractor dumped a lot of stripped forms in the canal and made a lot of trouble.

In general, the water is turned into the canal from the first to the fifteenth of April.

As soon as the easement is fully executed we will forward the dates of execution and the names so that you can complete the agreement for your records.

Yours very truly,

J. H. Creed

J. H. Creed
County Engineer

JHC:mjl
Enclosure

Copy of Easement & letter to Bridge Dept. 11-21-62

Copy of letter to Morgan

V. Jones

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
[redacted]
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

NOTED
DON HARWELL

November 19, 1962

NOTED
R. H. PRANGE

Oregon State Highway Department
County City Relations Department
Salem, Oregon

Attention: H. S. Cox

Dear Mr. Cox:

All the right-of-way has been cleared for the North Washburn Way "A" Canal bridge. You may now advertise it for bid as soon as possible.

Yours very truly
J. H. Creed
J. H. Creed
County Engineer

JHC:mjl

RECEIVED
NOV 20 1962
ENGINEER
COUNTY & CITY RELATIONS

copies to Merchant
O'Neil
Morgan

NOTED

MEMO TO J. W. NASH Date: 11/16/62

FAS 427, KLAMATH COUNTY **K.I.D. "A" CANAL BRIDGE**

TERMINI: Bridge over the K.I.D. "A" Canal at the east city limits of Klamath Falls and 0.9 mile north of the Klamath Falls-Lakeview Highway.

PROPOSED WORK: Construct one reinforced concrete bridge 93' long.

NOTED
R. H. PRANGE

NOTED

NOTED
DON [illegible]

PROJECT LENGTH: 0.0176 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$40,000	$24,000	$8,000	$8,000	(County)

EXISTING FACILITIES: No existing bridge as this will be on an extension of a county road across the canal to a new terminus.

ADJACENT SECTIONS:

NORTH/[redacted] END: No existing road; proposed 22' bituminous surface with 4' shoulders.

SOUTH/[redacted] END: No existing road; proposed 22' bituminous surface with 4' shoulders.

PROJECT DATA: Construct a reinforced concrete bridge 93' long with a 30' roadway and having two 5' sidewalks. The county will extend FAS 427 to a temporary connection with Alameda Avenue immediately north of the canal. It will later be extended to the proposed new alignment of FAS 415. Other than the connection at the northerly end of the proposed bridge, the alignment of FAS 427 (Washburn Way) is on tangent southerly to the Klamath Falls-Lakeview Highway.

RIGHT OF WAY: 60' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: The extension of FAS 427 to Alameda Avenue will provide a route for anticipated heavy industrial traffic, enabling it to by-pass a congested area. It will also serve other vehicular traffic to the northerly part of Klamath Falls.

VRJ:mm

File copy

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Region 2
Klamath Project
P. O. Box 312
Klamath Falls, Oregon

IN REPLY
REFER TO:

November 8, 1962

Office of the County Engineer
Klamath County Court House
Klamath Falls, Oregon

Gentlemen:

The drawings on the Washburn Way bridge over the A Canal have been reviewed and discussed with the Klamath Irrigation District. We find no objection to the plans as shown on your drawings.

The contract and grant of easement are being prepared and this letter gives you approval to proceed.

Sincerely yours,

C D Lawrence
C. D. Lawrence
Project Manager

Enclosure

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 21 1962 PM
7,8,9,10,11,12,1,2,3,4,5,6

MISC. CONTRACTS and
AGREEMENTS No.

RECEIVED
SEP 6 1962
FOR FILING

5-499(1)

[illegible]

Salem, Oregon
September 5, 1962

Cooperative Construction Agreement
K. I. D. "A" Canal Bridge Section
FAS 427 (Washburn Way Co. Rd.)
Klamath County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. Don Harwell
Mapping-Records Engineer

Attached is a partially signed copy of a cooperative construction agreement with Klamath County covering the K. I. D. "A" Canal Bridge Section of FAS 427 (Washburn Way County Road) in Klamath County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Klamath County.

Secretary

rn
Attach: 1

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
[redacted]
COUNTY ENGINEER
—
COURT HOUSE
KLAMATH FALLS, OREGON

NOTED
Harold C. Ayers

NOTED
H. S. COX

August 14, 1962

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Fas 4-27

Mr. H. S. Cox
County-City Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

Klamath County has acquired a twenty (20) foot strip of land, being thirty-five (35) feet on either side of the centerline of an extension of Washburn Way. This right-of-way is recorded in Volume 335, page 87 in Klamath County Deed Records. The only remaining right-of-way problem is with the Bureau of Reclamation.

The Bureau of Reclamation is being sued by a property owner for damage done to a well that was located on the land that we need an easement across. Hence, until this suit has been settled they are hesitant about giving us an easement. I am sure that we can get a right of entry into and across the main drain. As soon as the litigation has been settled in regard to the well the Bureau will grant us an easement across the "A" canal.

I hope this will clarify the situation as it now stands.

Very truly yours,

J. H. Creed

J. H. Creed
County Engineer

JHC:mjl

RECEIVED
AUG 1 1962
ENGINEER
COUNTY & CITY RELATIONS

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Avers

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

Section K.I.D. "A" CANAL BRIDGE Highway F.A.S. 427 County KLAMATH Profile

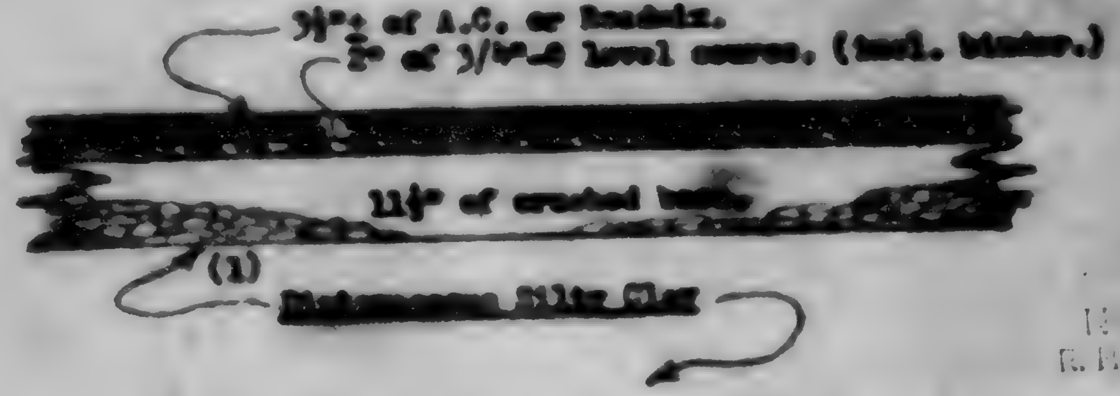
Res. Engr. M.R. Merritt Length of Project 0.1 Miles. Sta. to Sta. Date 8-2-62

NOTED
DON HARWELL

Frost Penetration - 18"-22"

TYPICAL SECTIONS Traffic Classif. - MEDIUM HEAVY

SOIL SURVEY AND RECOMMENDED SURFACING THICKNESS
COMPLETED AT THE REQUEST OF COUNTY - CITY.



NOTED
V. R. JONES

NOTED
R. H. PRANGE

(1)
Typical Soil
95 LL
7 PI
91 % P200
(No reduction)
0 % Gravel
1 % Coarse Sand
7 % Fine Sand
46 % Silt
46 % Clay
56 "R" Value (Corrected)
AASHO CLASSIF. - A-5 (12)

The coarse crushed base has been increased 25% due to the high LL of the typical soil.

State participation is for the structure. Klamath County will build roadway including approaches.

Required		Designed		
Base & Surf.		Base & Surf.		
[illegible]	[illegible]	[illegible]	[illegible]	
			3½	AC or Roadmix
			2	Level
			11½	Cr Base
17			17	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer. Paving Type - County Preference.											

Submitted by Staff Assistant

Recommended by Construction Engineer

Recommended by Engr. of Materials

Approved by Deputy State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

RECEIVED
JN [illegible] 1962
FOR FILING

LOCATION PROSPECTUS
WASHBURN WAY, K.I.D. "A" CANAL
WASHBURN WAY - FAS 427
KLAMATH COUNTY

The following prospectus is submitted concerning the abovementioned section of FAS 427 which is a county road on the Federal-aid Secondary System. The proposed bridge site is on the east city limits of Klamath Falls, approximately one mile north of the junction of Washburn Way and the Klamath Falls-Lakeview Highway. The overall length of the project is approximately 0.1 mile.

This will be a location survey to prepare plans, specifications and estimates for construction of a new bridge. The new bridge will complete the proposed county extension of Washburn Way between the Klamath Falls-Malin Highway and the Klamath Falls-Lakeview Highway. This bridge is located on the east city limits of Klamath Falls.

The proposed structure, with a horizontal clearance of 30 feet and 4-foot sidewalks on each side, will be built on new alignment. The county will do all of the road work including the bridge approaches. There is no existing structure and there will be no need for a detour during construction.

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed.

The existing 1960 ADT is 1,000 and the projected 1980 ADT is 2,000. Traffic count is based on the completed extension of Washburn Way and the new structure. The recommended typical section for county work is two 12-foot travel lanes with 4-foot shoulders.

This will be a two-lane county road with no control of access. There are no railroad crossings involved.

The tentative base design for construction is:

Wearing Surface	3-1/2"	A.C.
Top Course, Base	2 "	Level
Bottom Course Base	11-1/2"	Coarse Crushed
Total Depth	17 "	

NOTED
FORREST COOPER

(Base design is subject to change upon completion of soils investigation.)

Materials are available from local or county sources.

Agreements will be required with Klamath County.

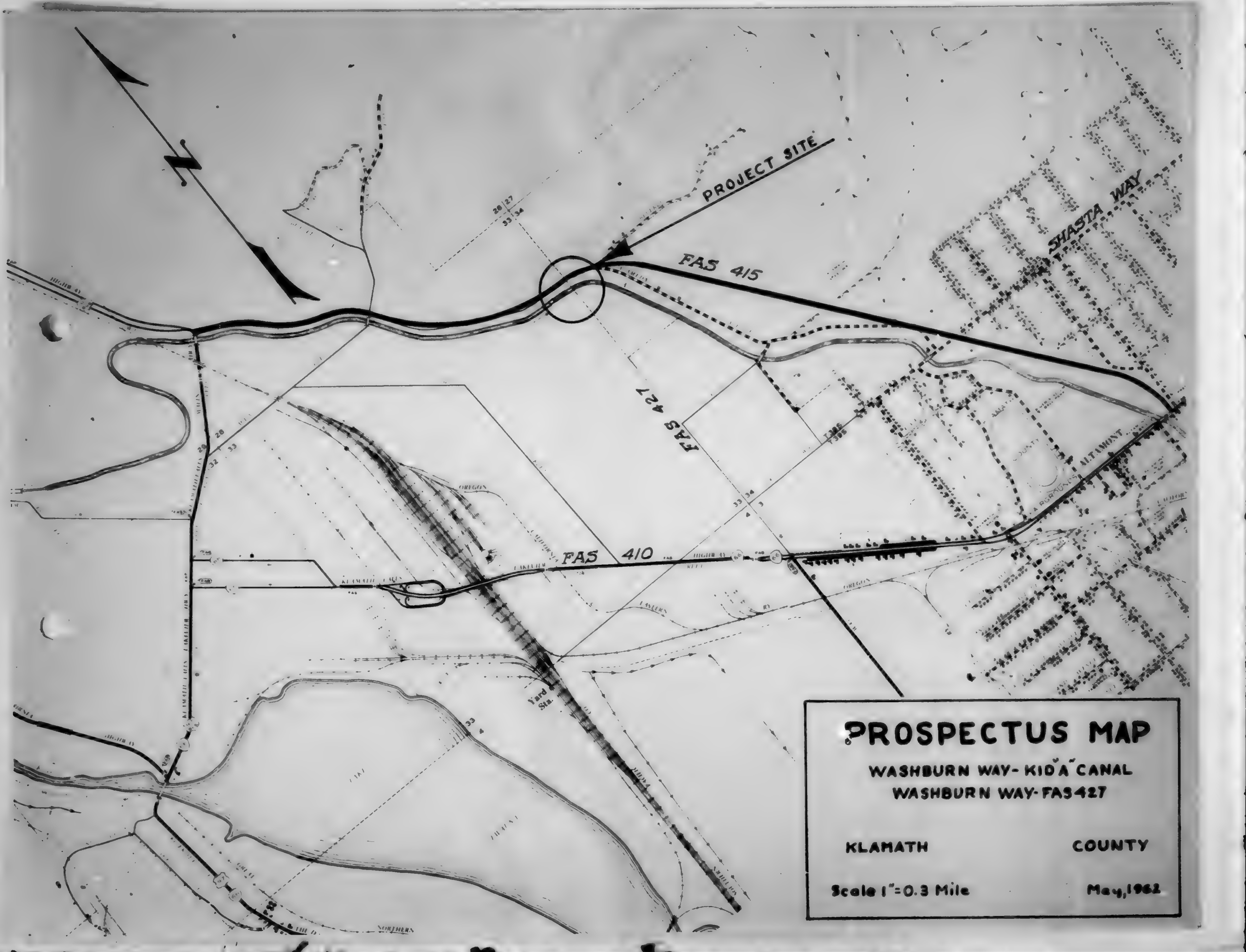
There are no State parks or roadside rest areas affected by this project.

June 5, 1962

Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
C. G. Polk
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JUN 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP

WASHBURN WAY- KID"A" CANAL
WASHBURN WAY-FAS427

KLAMATH COUNTY

Scale 1"=0.3 Mile May, 1962

10-3-61

KLAMATH COUNTY
PROPOSED PROJECT (Fiscal Year 1963 Funds)

FAS 427: Washburn Way, K.I.D. "A" Canal Bridge, $45,000. The proposed project is to construct a bridge on the extension of Washburn Way along the east city limits of Klamath Falls. The County plans to construct the section of Washburn Way between the Klamath Falls-Lakeview Highway and the proposed line of the Klamath Falls-Malin Highway, and the bridge will be adjacent to the northerly connection. All required roadwork will be done by Klamath County forces. The bridge will be 30' wide, with sidewalks.

61-f
10/3/61

Approved 10/20/61

September 27, 1961

NOTED
Harold C. Ayers

Mr. J. R. Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Mr. Kalinoski:

file

In answer to your letter of September 22, the proper numbering on the extension of Washburn Way is FAS 427. Prior to submitting this FAS route to the State Highway Commission for approval we sent you two copies of a map for the Court's signature on which the route was designated as FAS 427. One of these maps was for your files. The "Bridge Project Form" should be corrected accordingly.

The two "A" Canal bridges on FAS 686, while not in the same contract, were included in the same Federal-aid project and final cost statements cannot be provided until final Federal funds are collected on the Hope Street Bridge. The normal time lapse between the completion of a project and receipt of final payment of Federal funds is from six months to a year. Immediately upon receipt of the final Federal payment this office provides the County with a statement of cost.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Verne R. Jones
County and City Relations Field Engineer

VRJ:mm

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER

COURT HOUSE
KLAMATH FALLS, OREGON

NOTED
[illegible]

NOTED
H. S. COX

September 22, 1961

NOTED
Harold C. Ayers

NOTED
Harold C. Ayers

8 of 91

Oregon State Highway Department
County & City Relations Division
Salem, Oregon

Dear Sirs:

Enclosed is one copy of the "Bridge Project Request Form" which has been completed by us as per your request in your letter of September 21, 1961. You will notice on the completed form that I have indicated that this project, the Washburn Way K.I.D. "A" Canal bridge, is designated on FAS Route 434. This route was included on the Klamath County FAS system recently by the Oregon State Highway Commission and, although I have not been advised of the proper FAS Route number, I believe that it will remain the same as the southerly extension of this same road. If my assumption is incorrect, I would be grateful if you would make the change on our application and so notify me so that our records may be identical to yours.

Under a cover letter dated September 29, 1961 your office forwarded to us a status report of our FAS Funds. I notice that the Homedale Road and Hope Street Bridge projects on the K.I.D. "A" Canal are indicated as incomplete insofar as final cost tabulations are concerned. Please advise me if you can indicate when these final cost figures will be available.

Very truly yours,

JRKalinoski

J. R. Kalinoski
County Engineer

JRK:mjl
Enc.

RECEIVED
SEP 25 1961
ENGINEER
COUNTY & CITY RELATIONS

6-1005 Remote-Slater Creek Sec., Coos 1963
Bay-Roseburg Hwy. (Grad. & Oil.)
#6208

6208

FORM 2-30 85M 2-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1965

SUBJECT: Contract No. 6208
Remote-Slater Creek
Equipment Rental Project

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

Enclosed information was obtained to show comparative costs between contract bid items and equipment rental contract for Remote-Slater Creek:

Computation sent in from field:

Equipment and Labor for Clearing	$ 76,891.50
Equipment and Labor for Drainage	43,272.45
Equipment, Labor, Explosives, etc. for Excavation, Unclass. 441,101 C.Y.	629,954.64

Clearing:

Remote-Slater Creek for 4.98 miles	$ 76,891.50
W. Unit, Tanner Creek-Remove for 1.79 mi.	100,000.00
Elbow Point for 0.65 mile	50,000.00

Comments: On this project due to steep slopes above and below the road, a large quantity of hand labor was used. It is believed that at least $25,000 was saved on this item.

Drainage:

Equipment, labor, culvert pipe, drain pipe, and special back fill came to	$ 74,386

Using bid items for West Unit, Tanner Creek-Remote Project and picking items from as constructed map for Remote-Slater Creek. Drainage excavation computed by using a nominal depth and pay width. The cost came to $55,614. This is a loss of $18,772.

Comments: The new roadbed followed the old roadbed and most pipes had to be laid in two phases so traffic could be handled. Also rocky material involved might have brought a higher bid item for pipe and drainage excavation.

Excavation:

441,101 cubic yards at $629,954.64 equals $1.43 C.Y.

It should be mentioned that the following bid items that are included in the $1.43 C.Y. if this had been a regular contract: Haul for excavation, select roadbed topping and rock slope protection, embankment foundation excavation, finishing roadbed and slopes, State's share of flagging, signing, obliteration of old pavement, winter repair work, slide removal and rock inlays. An estimate of these items lowered the cost of excavation to $1.09 cubic yard.

Comments: This project was designed to widen the old roadbed at a minimum cost. This meant sliver cuts and fills which required a lot of equipment time but aren't productive in quantities. Also, this project was divided into three units with no work areas between. This isn't an economical feature. Due to terrain, narrowness of old road and the above features, this project would have had a large bid item for excavation.

Summary:

In all fairness to this particular project, it is believed that this project was a success. The success was the right of the field to disregard standard slope design and gamble on the cut slopes, juggle center line and grades to their advantage in critical areas. It is believed that the total excavation was reduced enough over an office design for the same roadbed to more than offset the additional cost of this project.

It was decided on the initial inspection of this project it must be slope staked. The size of the project and the rugged terrain, to productively work a lot of equipment, windup with a uniform roadbed and have an economical control of the quantities, made slope staking a must. This required a terrific engineering effort by the field in a short period of time to establish centerline, plat x-sections, figure grades and quantities, compute the mass, so as to be able to set clearing lath for the contractor.

Roy Stein

RS:fp

Roy H. Stein

RECEIVED
DEC 10 1964
FOR FILING

6208

December 10, 1964

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

On September 18, 1964, we wrote to you concerning release of final payment on Contract No. 6208, awarded to C. R. O'Neil, for grading and oiling on the Remote-Slater Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties.

Final payment on this contract is $27,214.59 and the total contract amount is $904,465.32, including $1,953.52 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Great American Insurance Company
Pacific N. W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

C H Maison
Attn: John Herr

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING: Nov. 13, 1964

SECTION: Remote-Slater Cr.

SECTION PREFIX: 6-1005

HIGHWAY: Coos Bay-Roseburg

COUNTY: Coos & Douglas

NAME OF JOB: Remote - Slater Creek

KIND OF WORK: Grading & Oiling

CONTRACTOR: C. R. O'Neil

CONTRACT NUMBER: 6208

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 1-8-63

DATE WORK STARTED: 1-21-63

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN
SUPERVISION

SPECIFIED WORK DAYS: 40

WORK DAYS USED: 33

PERCENT OF TIME ELAPSED: 82.3

PROJECT AUTHORIZATION: $ 1,104,832.06

EXCLUSIVE OF ENGINEERING: $ 1,011,675.53

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 958,520.71

ESTIMATED PERCENT OVERRUN / UNDERRUN: 5.3%

ENGINEERING AUTHORIZATION: $ 91,156.83

ENGINEERING COST TO DATE: $ 83,081.71

PERCENT OF AUTHORIZATION: 91 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

DATE PROJECT WAS COMPLETED: 8-8-64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	none	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.95	4.95		4.95	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.95	4.95		4.95	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	427,000 cy	64,000 ton		5,380 cy	
TOTAL QUANTITIES CORRECTED TO DATE	427,000 cy	72,603ton		4,636 cy	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		72,603		4,636 cy	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED
JOHN R. OAKES

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
RECEIVED
NOV 1[illegible] 1964

5

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate was completed Nov. 10, 1964 and delivered to Division Office.

Final Report

SIGNED Bobby W. Johnson Res. Engr.

ADDRESS Box 374 Coquille, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 18 1964

FOR FILING

6208

September 18, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 8 on Contract No. 6208. The contract was with C. R. O'Neil and was for grading and oiling on the Remote-Slater Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 18, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

RECEIVED
JUL 1 1964
FOR FILING

FORM E-30X—50M—12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1964

SUBJECT: Remote-Slater Creek Section
Accident - David L. Clark

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Attached hereto are copies of correspondence received from Jack L. Kennedy, Attorney at Law, representing a Mr. David L. Clark, and a letter from Alan H. Johansen, Staff Attorney for the State Highway Department. This correspondence relates to an accident suffered by Mr. Clark on June 19, 1963 on the Remote-Slater Creek Section. This project is under contract to C. R. O'Neil Construction Company of Creswell.

Will you please investigate this complaint and submit information regarding same through this office.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
cc L. P. Shaw
L. I. Lindas

NOTED
LLOYD P. SHAW

[illegible]

FORM 6-122X 80M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 25, 1964

Mr. Jack L. Kennedy
Attorney at Law
815 S. W. 5th Avenue
Portland, Oregon 97204

Re: Our File CLC 63-54
David L. Clark
Accident: 6/19/63
Remote-Slater Creek Section

Dear Jack:

Your letter of June 19, 1964, addressed to the State of Oregon, Highway Department, and to C. R. O'Neil Construction Co. has been referred to me.

Our Legal Division files seem to contain no previous information regarding this matter, and we are accordingly asking the appropriate departmental personnel to investigate the circumstances. When this has been completed, you will be contacted further.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

bcc: General Insurance
F. D. Morgan
L. I. Lindas

CONSTRUCTION DIVISION
RECEIVED
JUN [illegible] 1964

[illegible]

JACK L. KENNEDY
ATTORNEY AT LAW
815 S. W. 5TH AVENUE
PORTLAND, OREGON 97204

TELEPHONE 226-1176

Legal 9-RW

June 19, 1964

State of Oregon
Highway Department
Salem, Oregon

C. R. O'Neil Construction Co.
Creswell, Oregon

Re: David L. Clark
Accident Highway No. 42
June 19, 1963

Gentlemen:

I represent Mr. David L. Clark in connection with the damage to his truck, trailer and cattle as the result of your carelessness and negligence in causing the truck and trailer to slide off of the Remote-Slater Creek section of State Highway No. 42 on June 19, 1963.

This section of the highway was under construction by the State of Oregon and by C. R. O'Neil Construction Co., and was in a defective condition at the time of the accident. Mr. Clark has sustained damage in the total amount of $18,094.25, and he has instructed me to commence an action against you to recover the amount of his damage. I would be pleased to discuss this matter with you or your representative prior to filing suit, if you desire.

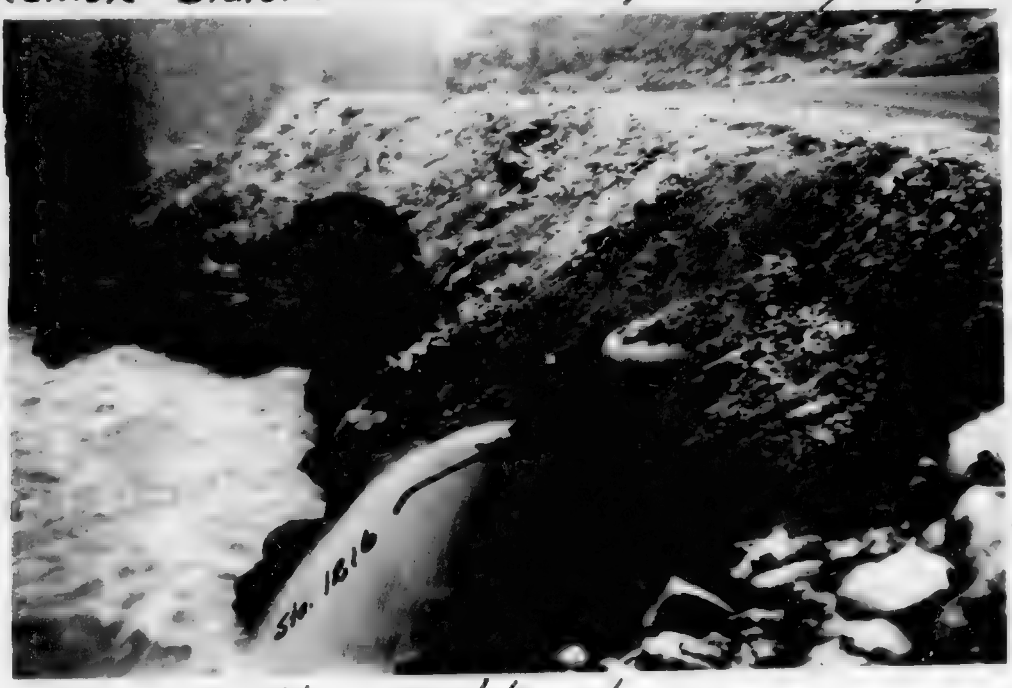
Very truly yours,

Jack L. Kennedy

JLK:jr

Remote - Slater Cr. Sect. Coos Bay - Roseburg Hwy.

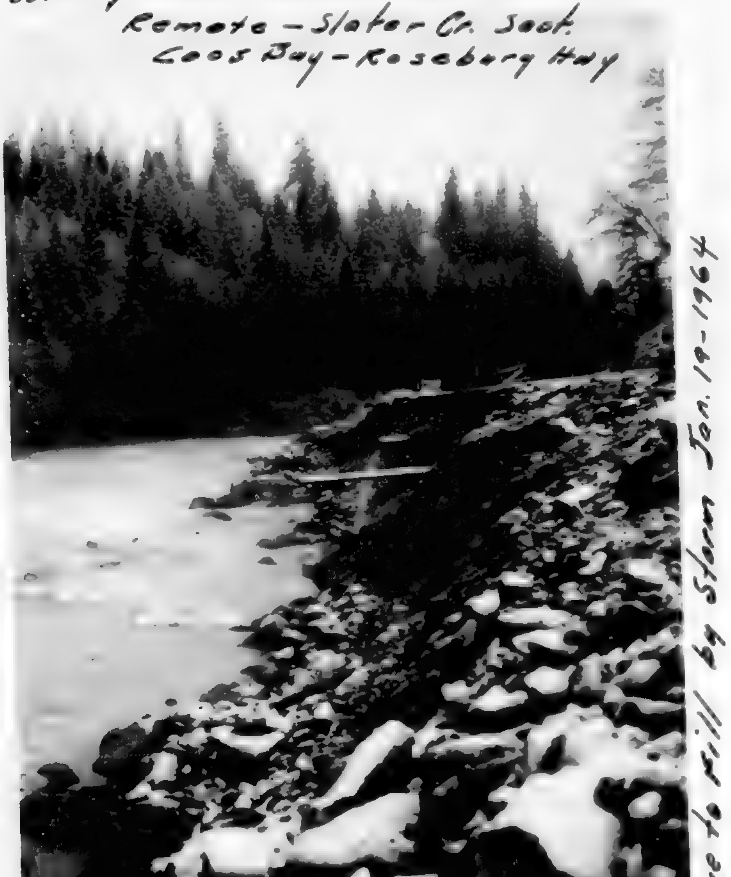
JAN 1964



Storm damage Jan. 19 - 1964

Looking West bound

Looking west bound from Sta. 1208
Remote - Slater Cr. Sect.
Coos Bay - Roseburg Hwy



Damage to fill by storm Jan. 19 - 1964

JAN 1964

RECEIVED
DEC 23 1963

FOR FILING

6205

Salem, Oregon
December 20, 1963

Increase in Project Authorization

Bobby D. Johnson
Resident Highway Engineer
P. O. Box 374
Coquille, Oregon

This is to advise you that at its meeting of December 18, 1963, the Highway Commission approved an increase of $113,000.00 in project authorization on Contract No. 6208, Remote-Slater Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties.

The new authorization for construction is $1,104,832.06. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

[redacted]

cc: L. R. Chandler

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DEC 16 1963
FOR FILING

6208

December 13, 1963

Oregon State Highway Commission

Gentlemen:

It is anticipated that an overrun of the original project authorization will be made on the Remote-Slater Creek grading and oiling project, Contract No. 6208. The project is on the Coos Bay-Roseburg Highway in Coos County and is under contract to C. R. O'Neil of Creswell.

The original project authorization was in rounded figures $991,000. The present estimate of cost is $1,104,000, indicating an overrun of $113,000 or 11.1 per cent.

The major reasons for the overrun are the addition of emulsified asphalt to the base rock to upgrade the borderline crushed material which is the best available at this location, and the addition of a select subgrade material over the old oil mat surface which was showing signs of distress under the heavy construction traffic.

This project is being built without Federal-aid funds, so Bureau of Public Roads' approval is not required for the changes. Your approval of an additional authorization in the amount of $113,000 is recommended.

This matter will be presented to you at the December 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:ep bbo

FORM E-30 50M 3-63 49007

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1963

SUBJECT: Overrun of Project Authorization
Remote-Slater Creek Section
Coos Bay-Roseburg Highway
Contract No. 6208

To: Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a report of an expected overrun of the project authorization on this job which is under contract to C. R. O'Neil of Creswell. The original project authorization was $991,832.06. The present estimate of cost is $1,104,539.18, indicating an overrun of $112.707.12 or 11.1 per cent.

The main reasons for this overrun are the addition of SS-K emulsion in the sprinkling water and an overrun in the equipment rental items on the contract. The emulsion, estimated to cost $43,415, is being added to upgrade the base rock which is a borderline grade of material common to the area. It is to be paid for under Price Agreement No. 6 which was approved in September, 1963.

The overrun in equipment rental costs was caused by the decision to place a lift of select subgrade material over the existing oil mat surface. A total of about 40,000 cubic yards of material is required to add a 12-inch lift over the existing oil mat which was showing distress under the construction traffic. The original plans called for no additional base over the existing oil mat surface. The total estimated overrun in equipment rental costs is about $106,500.

We believe that both the changes will act to provide a much superior type finished product, and recommend approval of the overrun. This is a State project on which no Bureau of Public Roads funds are being used. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Enc.
cc L. H. Young

RECEIVED
DEC 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 21 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6208

November 14, 1963

Great American Insurance Co.
of New York
400 Failing Building
Portland 4, Oregon

Attention: W. H. Gardner

Re: Our File CLC 63-46
Blasting Accident 9/3/63
Remote-Slater Creek Sec.
Coos Bay-Roseburg Hwy.
Contract No. 6208

Gentlemen:

Your letter of October 29, 1963, addressed to the Oregon State Highway Department, has been referred to the undersigned for reply.

It is our position that the damage claims resulting from the captioned incident are the sole responsibility of the contractor. We call to your particular attention the provision on page 7 of the subject contract, under the heading "Details of Work," which provides as follows:

> "All employees and other personnel furnished by the contractor pursuant to the requirements of the contract shall be and remain during the performance of said contract the sole employees of the contractor and not of the State."

According to the information which we have, this mishap occurred because the powderman, Mr. Charles Meek, a contractor's employee, failed to comply with the instructions of the State's representative on the project, Mr. Holmes, and fired the shot prematurely, before the area had been cleared of traffic.

Under these circumstances, it is our view that there was no negligence or other culpable conduct by the State's personnel, and that there can be no liability whatever upon the part of the State. The State cannot be held responsible for negligence of the contractor's powderman, under ordinary master-servant principles, where the contract expressly provides that all personnel furnished by the contractor shall remain his sole employees and not the employees of the State.

Yours very truly,

L. I. LINDAS
Chief Counsel

RECEIVED
NOV 15 1963
OFFICE OF
STATE HIGHWAY ENGIN.

bc: Lloyd P. Shaw
General Insurance Co.
F. D. Morgan
L. W. Rulien
B. D. Johnson

LIL:ks

FORM E-123X 50M 2-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 14, 1963

General Insurance Company
c/o Huggins Insurance
373 Church Street N. E.
Salem, Oregon

Re: Our File CLC 63-46
Blasting Accident 9/3/63
Remote-Slater Creek Sec.
Coos Bay-Roseburg Hwy.
Contract No. 6208

Gentlemen:

Enclosed is a copy of letter dated October 29, 1963, from Great American Insurance Company of New York, inquiring as to our attitude regarding the above incident. We also enclose a copy of our reply of even date herewith, as well as copies of the following correspondence relating to this incident:

1. Letter dated Sept. 10, 1963, from B. D. Johnson, Resident Engineer, to C. R. O'Neil Co., contractor on the above project.
2. Inter-department letter from B. D. Johnson, dated Sept. 10, 1963, to L. R. Chandler, Division Engineer.
3. Inter-department letter from L. W. Rulien, dated Sept. 12, 1963, transmitting the above documents to F. D. Morgan, Construction Engineer.

As indicated in our letter to Great American Insurance Company, it is our belief that this is an instance of contractor's sole responsibility. However, we recognize that there is some potential for a claim inherent in this situation, and it is accordingly deemed appropriate to advise you of this matter. If you require any further information, please feel free to contact us.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks - encls.
cc: Lloyd P. Shaw
F. D. Morgan
L. W. Rulien
B. D. Johnson
L. I. Lindas

Great American Insurance Company
New York

PACIFIC NORTHWEST DEPARTMENT
400 FAILING BUILDING
PORTLAND 4, OREGON

November 7, 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER
a [illegible] me please

Oregon State Highway Department

Salem, Oregon

Re: Contract No. 6208
C.R. O'Neil

Gentlemen:

On October 29, 1963, we wrote to you about a blasting accident which occurred September 3, 1963 near Remote, Oregon. We are constantly being pressed by various claimants, and will appreciate your prompt response, letting us know your attitude toward this matter.

Yours very truly,

W. H. Gardner
W. H. Gardner L.B.
Claim Manager

WHG/lb

NOTED
LLOYD P. SHAW

RECEIVED
NOV 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV - 8 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 7 1963

6208

Great American Insurance Company
New York

PACIFIC NORTHWEST DEPARTMENT
400 FAILING BUILDING
PORTLAND 4, OREGON

October 29, 1963

REFERRED TO
Forrest Cooper
BY SECRETARY

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Take this up with Linden and advise [illegible]

Oregon State Highway Department

Salem, Oregon

Re: Contract No. 6208
C. R. O'Neil

Porter

Gentlemen:

As you know, the above named C. R. O'Neil is, and on September 3, 1963 was engaged in executing the above numbered contract for you on the Coos Bay - Roseburg Highway near Remote, Oregon, on a so called "rental" basis. As I understand this type of contract, the contractor agrees to and does furnish the machines and workmen who operate under the direct supervision and direction of a State employee.

On September 3, 1963, under the direct supervision of your employee, Mainor C. Holmes, who was acting as job superintendent, a blast was set off resulting in damage to various persons and their property. Our information leads us to the conclusion that this matter is the direct and sole responsibility of the State of Oregon. Will you please advise your attitude?

Yours very truly,

W. H. Gardner

W. H. Gardner,
Claim Manager

WHG:g

NOTED
LLOYD P. SHAW

copy to Linden
11-1-63

[redacted]

RECEIVED
OCT 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1963
OREGON
STATE HIGHWAY COMMISSION

WRWW

Since 1888

FRED C. REED
L. A. WEST
WALTER T. DAVOL
J. CLINTON DAVIS
PAUL R. BARROW
MALCOLM W. REED

WELLS-REED-WOOD-WEST CO. INSURANCE
412 FAILING BUILDING ■ PORTLAND 4, OREGON ■ TELEPHONE: 226-1651

SEP 14 1963 REC'D

September 12, 1963

Mr. Lloyd Babler, Chairman
Joint Cooperative Highway Committee,
Associated General Contractors
129 S.W. 3rd Avenue
Portland 4, Oregon

RE: Oregon State Highway Commission
Rental Contracts;

Dear Lloyd:

In furtherance of my letter of July 12th, under the above subject, I am now writing to inform you of an incident on C. R. O'Neil's Rental Project, at Remote, Oregon, which appears to be typical of the situation we are trying to describe, wherein the State, although they have entered into a contract based upon their supervision of a project - with equipment and manpower rented from the contractor - are actually performing the contracts in a manner that is extremely dangerous to the general public, and excessively costly to the contractor and his insurance carrier.

Enclosed is a preliminary report on a blast that was permitted to be set off while the traveling public was actually being passed through by the flagman, and, of all the persons important to the safety of such an operation, namely, the State Superintendent of the project, the two flagmen, and, the powderman, there is a complete lack of understanding on the part of each as to what his routine duties were to be, the timing of the explosion, and all of the things that a prudent contractor sees are properly carried out to protect the public and himself.

In this instance, we have listed seven vehicles that were damaged, and our Claims Department tells us that they have knowledge of a Volkswagen that is supposed to be a "total" loss, and which is not included herein. By the Grace of God, the personal injuries seem to be held to a minimum, insofar as we are able to determine, at this point.

In reading through the paragraph entitled "Description of What Happened", bear in mind that this is a contract under which, although the contractor pays the employee, he does not supervise him, and the supervision is to come from the State, and where a flagman states that he has had no instructions of any kind that there is to be a shot, and that he lets traffic through at quitting time, as has been his custom, this seems to us to be ample evidence that the State is not providing the supervision to which the public and the contracting fraternity are entitled.

We hope that this may provide you with further evidence of the need to revise the State Highway contracts, insofar as they relate to this type of project, as outlined in our previous letter, or, better yet, for the State to abandon this type of contract, entirely.

Very truly yours,

WELLS-REED-WOOD-WEST Co.

Fred C. Reed

Encls/
FCR:am
c.c.:C.R. O'Neil
Rt. 2, Box 95
Creswell, Oregon

c.c.:William C. Morrison, Supt.
Compensation & Libbility Dept.
Great American Insurance Company
San Francisco, Calif.

35-1-4-9

FORM E-30 50M 11-61 40830

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 12, 1963

SUBJECT: Blasting Accident
Remote-Slater Creek
Contract No. 6208

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Attached is a copy of a report from B. D. Johnson, relative to an accident which occured approximately 4:00 PM on September 3 near Station 1032. A shot was touched off inadvertently causing damage to seven vehicles. The contractor has been advised that the responsibility is his and he has in turn contacted his insurance company. It is quite possible that the contractor's insurance carrier will attempt to place the responsibility with us due to the nature of this job.

Also attached for your information is a copy of a letter from the Resident Engineer to the contractor.

L. W. Rulien
Ass't. Division Engineer

LWR:lf
Attach.

Copy to Shaw
9-13-63 [illegible]

CONSTRUCTION DIVISION
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1963
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B

FORM 6-30X 90M 3-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
September 10, 1963

SUBJECT: Report of Blasting Accident
Remote - Slater Creek Section
Coos Bay - Roseburg Highway
Contract no. 6208

To: L. R. Chandler
Division Engineer
Roseburg, Oregon

On September 3, 1963 at approximatly 4:00 P.M. near Station 1032 on subject project a shot was set off which caused considerable damage to seven (7) automobiles.

The apparent reason for the mishap was because the powderman did not comply or understand the state representatives instructions. Mr. Mainor Holmes, the states representative explained the blasting accident to me as follows.

Just prior to setting off the shot Holmes instructed the powder man Mr. Charles Meek to stand in a certain location untill he gave him the signal to wire up and shoot. After these instructions Holmes left the blasting area to clear the area of traffic and equipment and warn the flagman. During the operation of clearing the traffic in preperation for the blast the shot was set off. Holmes never did give the signal to shoot as a matter of fact he was in a line of traffic that was being cleared out for the blast. The only explpnation for the mix up is that the powder man waited for a period of time and then looking over the side and seeing no traffic and assuming that he missed the signal went ahead and made the shot.

A list of the Drivers of damaged automobiles are as follows:

1961 Studabaker lisc. no. GI-7865 U.S. Government
Driver: Neil Albert Samuels,Driver lisc. no. 365325 Ore.
Address: 1254 S. E. 49th Ave. Portland 15, Ore.
Damage: Dents on roof and trunk

1951 International Pickup, lsc. no. 7D-2183 Ore. 1964
Driver: Robert Fredrick Schaepe, Driver lisc. no. 210979 Ore.
Address: Route 1 Box 275, Myrtle Creek, Ore.
Owner: J. P. Heath Box 395 Canyonville, Ore.
Damage: Windshield and right blinker light

L. R. Chandler
Division Engineer
Roseburg, Oregon

Report of Blasting Accident

1957 Chevrolet Pickup, lisc. no. ND-7711 Arizona 1962
Driver: James Hall, Driver lisc. no. 922002 Arizona
Address: 4020 Oracle, Tucson, Arizona
Owner: Same
Damage: Broken Windshield

1963 Studabaker, lisc. no. 7S-4170 Oregon 1964
Driver: Mrs. Lois C. Hoffman, Driver lisc. no. 637216 Ore.
Address: Broadbent, Oregon
Owner: Mr. and Mrd. Dale L. Hoffman, Box 9 Myrtle Point, Ore.
Damage: Entire rear of car smashed flat.

1963 Ford Sta. Wagon, lisc. no. 32-9272 Ore. 1963
Driver: Mr. Orville Shivers, lisc. no. 270228 Ore.
Address: 4438 Green Springs Drive, Klamath Falls, Ore.
Owner: Same
Damage: Dents on rear part of roof.

1962 Buick Sedan, lisc. no. 4T-75 Oregon 1964
Driver: Mrs. August Herman, Driver lisc. no. not known
Address: 587 S. 9th St. Coos Bay, Oregon
Owner: A.B. Sarlett - Hertz 495 W. 7th St. Eugene, Oregon
Damage: Dents on right side of hood and small dent in rt. frnt. hubcap

1962 Chevrolet Station Wagon, lisc. no. 7P-4434 Ore. 1964
Driver: Righard Otto Hartmann Driver lisc. no. 477558 Ore.
Address: 1620 S. W. Custer St. Portland 19, Ore.
Owner: Ryder Truck rental 2600 West Tonhy Ave. Chicago, Ill.
Damage: Dents on rt. rear door molding.

Please find attached hereto letter to the contractor regarding future blasting operations.

Bobby D. Johnson

encl:

Bobby D. Johnson
Resident Engineer

FORM E-123X 50M 9-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Coquille, Oregon
September 10, 1963

Re: Remote-Slater Creek Section
Coos Bay - Roseburg Highway
Contract No. 6208
Blasting Operation

C. R. O'Neil Co.
Route 2, Box 95
Cresswell, Oregon

Dear Mr. O'Neil:

As you are well aware of the accident that occured September 3, 1963 I am sure that your Company wants to take all necessary precautions to see that no such accident reoccures. Please be advised of the following instructions:

Before each shot I would like for your Superintendant to be present as well as the State representative to see that the blasting area is properly cleared and that a double check be made on the existing traveled road to see that all trafic and workmen have been cleared out of the blasting area.

Your cooperation in this matter will be appreciated.

Yours very truly,

Bobby D. Johnson
Bobby D. Johnson,
Resident Engineer

cc: L. R. Chandler

28-1-4-j-2

FORM 5-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F. L. Morgan

September 3, 1963

Roy L. Houck Son's Corporation
1595 20th Street, N. E.
Salem, Oregon

Re: ~~[illegible] Slough Section~~
Pendleton-John Day Highway
Contract No. 6303

ATTENTION: Robert L. Oliver
Engineering Division Manager

Gentlemen:

Your letter of August 5, 1963, addressed to the attention of C. R. Hiatt, Resident Engineer, has been referred to the undersigned insofar as it requests "complete definition and interpretation" of the "undefined division of liability" on the above contract.

We assume, after discussing this matter somewhat with Mr. Hiatt, that the question is with respect to liability to any third persons who might sustain personal injury or property damage as a result of performance of the above contract.

We do not feel that it would be a practical possibility, or that it would serve any useful purpose, to attempt at this time to define a precise line between possible instances where your organization would be liable, and any situations where the State or its personnel would be liable. We believe that in any doubtful case which might arise a decision would have to be made on the facts of the particular case.

Further, the doctrine of sovereign immunity protects the State, or any State Agency, from liability for personal injury or property damage.

Also, any liability which might arise on the part of any of our departmental personnel would be covered by our employees' comprehensive liability insurance. We assume that any liability of your organization for such injury or damage would also be covered by insurance. Accordingly, it appears that any definition such as you have requested should properly

This was an attempt
to get legal decision
as to state responsibility
on equip rental proj.

CONSTRUCTION DIVISION
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SEP [illegible] 1963
NOTED

CO

be made by the respective insurance companies involved.

If you have, any questions regarding our position on this, we would be happy to discuss the matter with you at your convenience.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

ALAN JOHANSEN
Staff Attorney

AJ:jn
cc: A. F. Parson
F. D. Morgan
C. D. Hiatt
L. C. Smitten

Form No. E-372—60M—7-55

REGON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name Remote-Slater Creek Date October 25, 1963
Highway Coos Bay-Roseburg Contract No. 6228
County Coos and Douglas Kind of Work Grading & Oiling Contractor C. R. O'Neil

Contract Amount $ 743,278.50

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
Item 1-2 & 4-21 Equip. Rental items, for Item No. 3 see P.A. #1	All	All	+ 85,208.00
Item 23 Haul & Place Base Rock	3000 Ton	0.94	+ 2,820.00
Item 26 Haul & Place 3/4"-0 Binder Rock	518 CY	2.60	- 1,346.80
Item 28 RC - 250 Asphalt	73 Ton	54.00	- 3,942.00

Minor items, unitemized algebraic total 0.00

Subtotal $ 82,739.20

Approved work orders (Price, extra work and state force orders) $ 180,353.80

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
P.A. #1, Tractor, Dozer, Winch and Rake	+ 21,342.00
S.F.O. #2 Culvert Pipe	- 12,287.26
S.F.O. #2 Drain Pipe	- 20,780.00
S.F.O. #2 Explosives	- 12,000.00

Minor items, unitemized algebraic total -2,886.96

Subtotal $- 26,612.22

Authorization for engineering $ 70,530.28

Expected over-run or under-run of engineering authorization [illegible] of work remaining $ 22,626.55

Costs not included above (explain) Unapproved P.A. for Guide Posts & Guard Rail $ 20,000.00

Allowance for future contingencies (28.3 % of work remaining) (excluding S.F.) $ 11,623.07

Credits to come from transfers and deductions $ 0.00

Present estimate of project cost $1,104,539.18

Brief Statement of principal causes of over-run: Necessary additions to the project including placing a lift of selected subgrade material, asphalt stabilization of the base material, providing guard rail, sight posts, etc.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 991,832.06
Present estimate of project cost	$ 1,104,539.18
Expected over-run (Amount)	$ 112,707.12
Expected over-run (per cent)	11.1

Space to right of this line is for use of Salem office.

Submitted by: Bobby D. Johnson
Resident Engineer

Confirmed by:
Division Engineer

Noted by:
Construction or Bridge Engineer

Noted by:
~~Deputy or~~ Assistant State Highway Engineer

State Printing 86719

RECEIVED
AUG 27 1963

FOR FILING

[illegible]

6208

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1963

SUBJECT: Remote-Slater Creek Section
Coos Bay-Roseburg Highway
Status of.

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

Reply is made to your letter of August 21, 1963 requesting a short report on the status of the Remote-Slater Creek Section of the Coos Bay-Roseburg Highway. Reference to the present status of this section is as follows:

Unit No. 1 (West Unit) is .76 mile long constitutes 15 per cent of total project. Grading will be done ready for base rock by September 1. Plan on placing rock and Oiling in September.

Unit No. 2 (Middle Unit), is 1.96 miles long constitutes 39 per cent of project. Grading is 25 per cent done. Grade will be ready for rock by October 15. Plan on either placing base and shooting double binder or stabilizing top 2 inches with road mix prefereably the latter. Will not place 0-11 oil mat until next year.

Unit No. 3 (East Unit), is 2.23 miles long constitutes 45 per cent of project. Grading is 75 per cent done. Should be ready for base rock October 1. Expect same treatment as Unit No. 2.

F. D. Morgan
Construction Engineer

NOTED
LLOYD P. SHAW

FDM:fp
cc Lloyd Shaw
L. R. Chandler

NOTED
LLOYD P. SHAW

RECEIVED
MAY 28 1963

FOR FILING

1-7

CON MCE RSB 405 5-24-63 1142A

F D MORGAN
I A DEFAXX DEFRANCE

RECEIVED
MAY 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

B D JOHNSON, RESIDENT ENGINEER, ADVISES THAT PLANS ARE TO SHOOT AT STATION 1136 ON THE REMOTE-SLATER CREEK SECTION ON THE COOS BAY-ROSEBURG HIGHWAY ON MONDAY NOON. POSSIBLE ONE HOUR DELAY.

L R CHANDLER
DS

NOTED
LLOYD P. SHAW

RECEIVED
MAY 13 1963
FOR FILING

GN RSB 157 5-9-63 2 30

NOTED
LLOYD P. SHAW

G L DECKER

SHOT AT ELBOW PT TURNED OUT GOOD. 15 MINUTE DELAY ONLY.

L W RULIEN
LF :,.

RECEIVED
FEB 8 - 1963

FORM E-30X—50M—5-62 43900

FOR FILING

6318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 4, 1963
Salem 10, Oregon

SUBJECT: Construction Speed Zone
Coos Bay-Roseburg Highway

Agenda Item: 3b(4)

To:

MEMO TO FILE

6

The State Highway Commission at its meeting of January 31 approved the establishment of the following temporary construction speed zone:

25 MPH ... on the Remote-Slater Creek Section of the Coos Bay-Roseburg Highway between M.P. 39.85 and 46.50, Coos and Douglas Counties, effective, 8 a.m., January 21, 1963.

F. B. Crandall
Traffic Engineer

njc

cc: Tom Edwards ✓
Frank Morgan
L. R. Chandler
G. L. Clark
George Baker

9

RECEIVED
JAN 23 1963

FOR FILING

6-1005

January 22, 1963

Oregon State Highway Commission

Gentlemen:

Your concurrence is requested in the establishment of the 25-mile-per-hour construction speed zone on the Remote-Slater Creek Section of the Coos Bay-Roseburg Highway No. 35 between M.P. 39.85 and M.P. 46.50 in Coos and Douglas Counties.

This construction speed zone was established effective 8:00 a.m. Monday, January 21, 1963.

This matter will be on the agenda for your consideration at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Lloyd P. Shaw
Victor D. Wolfe
F. B. Crandall

VPJ:sm

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JAN 16 1963

FOR FILING

6208

January 8, 1963

C. R. O'Neill
Route 2, Box 95
Creswell, Oregon

Gentlemen:

The State Highway Commission on December 20, 1962 accepted your proposal for grading and oiling the Remote-Slater Creek Section of Coos Bay-Roseburg Highway, Coos and Douglas Counties, for the sum of $743,278.50, and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6208. Contract forms are now being prepared and will be mailed to you shortly for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

I-80N-4(9) Blalock-Arlington Sec., 1963
130 Columbia River Hwy. (Grad.) [redacted]
#6209

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ----- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ----- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ----- Rufus-Arlington, Roadside Seeding
Contract No. 6671 ----- Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ----- Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ----- Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 12-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,295,561.35	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	436,188.50	311,438.59	308,531.26	2,907.33
6934	14,420.46	13,363.03	11,933.97	1,429.06
				$ 4,336.39

* The above figures include Construction Engineering and Contingencies.

Last report until additional contracts are awarded.

FORM E-123X 90M 4-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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1966

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105

May 5, 1966

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Re: Contract
DA-45-164-CIVENG-61-103

Dear Sir:

We acknowledge receipt of Approved State Force Order No. 1 attached to your letter of April 29. This order is for seeding and mulching on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County. It was done in connection with our grading contract No. 6209. The seeding and mulching work was completed on November 3, 1965. Our cost records confirm $13,273.88 the amount shown in your letter as being the cost of this work.

As all work in connection with this grading contract has now been completed, a final billing to you is now being prepared by the Office Engineer.

You should receive the final invoice within a few days.

We will alert our field personnel to do whatever they can to insure that matters of this nature are kept current and processed as soon as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

JAH:lt:bjm

cc: F. B. Klaboe
Victor D. Wolfe
L. H. Young

RECEIVED

OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

OFFICE OF
STATE HIGHWAY [illegible]

NPWCO-CA

29 April 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project - Approval of State
Force Order No. 1, State Contract
No. 6209, Blalock-Arlington Section

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter of 23 September 1965 requesting approval of State Force Order No. 1 for furnishing materials and labor to seed and mulch applicable areas within the project right-of-way. Returned herewith approved is one copy of the order. It is noted that submission of this order, as well as others, and subsequent agreements between our Resident Engineers have necessarily taken more time than desired. I have directed that a concentrated effort be made to bring these actions current. I solicit your assistance.

The actual cost of this work, as furnished by your Resident Engineer, was $13,273.88. It is assumed that a future billing to this office will reflect this revised cost.

Sincerely yours,

Frank D McElwee
FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

1 Incl
SFO No. 1

Routing
RECEIVED
Scott
Wills

RECEIVED
MAY 2 1966
OREGON
STATE HIGHWAY COMMISSION

Form 4-106-1M

BPR Approved

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Blalock - Arlington Date June 7, 1963

Highway Columbia River Contract No. 6209 F. A. Project No. I80N-4(9)130

County Gilliam Prefix 611-1053 Account No. 238 JAH.

Description of Work To Be Done:

To furnish materials and labor to seed and mulch those areas applicable within the project Right of Way.

APPROVED:

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Location by Station Numbers:

Sta. L-1142 to Sta. L-1540

Estimate of Quantities and Costs:

Seed and Fertilize	81 Acres @	$50.00	-	$ 4,050.00
Mulch	51 Acres @	130.00	-	6,630.00
Apply wire netting	3½ Acres @	1,500.00		5,250.00
				$15,930.00

Explanation:

This was an anticipated item -
Project authorization included amount of $16,000.00 -
State is equipped to perform work with specialized equipment with substantial savings of public funds. This work has not yet been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,345,932.38
Present estimate of project cost, including $15,930.00 for work under this order	$4,345,932.38
Expected ~~underrun~~ ~~overrun~~ (amount)	$ - -
Expected ~~underrun~~ ~~overrun~~ (per cent)	- -

Space to right of this line is for use of Salem Office

Submitted by: C. C. McKinney
Resident Engineer

Approval Recommended:
Asst Construction Engineer or Bridge Engineer

Approval Recommended: A F
Division Engineer

Approved:
OFFICE ~~Deputy State Highway Engineer or Assistant State Highway Engineer~~

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

4-20-66

Contract No. 5840 ———— Irrigon-Umatilla Section
Contract No. 5955 ———— Boardman Jct.-Irrigon Section
Contract No. 6014 ———— John Day River Bridge
Contract No. 6209 ———— Blalock-Arlington, G
Contract No. 6219 ———— Arlington Viaduct
Contract No. 6292 ———— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———— Heppner Jct. Interchange Structure
Contract No. 6349 ———— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ———— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ———— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ———— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ———— Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 4-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,669.20	3,477,450.94	2,218.26
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	841,265.71	75,766.84
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	53,494.08	11,233.76	-	11,233.76
6749	228,768.98	163,347.05	-	163,341.05
				$ 259,609.39

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

11-17-65

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 6014 — John Day River Bridge
Contract No. 6209 — Blalock-Arlington, G
Contract No. 6219 — Arlington Viaduct
Contract No. 6292 — Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 — Heppner Jct. Interchange Structure
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Contract No. 6372 — Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 — Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 — Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 — Rufus-Arlington, Roadside Seeding
Contract No. 6671 — Airport Road-Irrigon Jct., Landscaping

Cont. No.	Total Amount of Work Performed to 11-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,003,332.44	903,149.84	841,265.71	61,884.13
6372	2,061,218.76	64,645.32	64,645.32	-
6388	2,305,186.26	661,474.16	661,474.16	-
6396	227,685.91	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	36,707.95	7,708.67	-	7,708.67
				$ 71,968.39

*The above figures include Construction Engineering and Contingencies.

STATE COPY

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Monthly transaction number 8-113	F PR-2A (5 -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-9-65	County Gilliam
		Project number I-80N-4(9)130

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 1, 1963, is hereby modified as follows:

6209

Revised estimated total cost of project $ 982,386.64

Revised Federal funds $ 321,238.48

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of August, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

XX A. W. Parsons
(Division Engineer)

By: LRBacklund
L. R. Backlund
Administrative Manager

By ____________
(Title)

By ____________
(Title)

USCOMM-DC 8120-P63

1-07

Form Approved; Budget Bureau No. 41-R2089 134

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FEB 7 - 1963
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MONTHLY TRANSACTION NO. 2-31	PR-2 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 6517	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Gilliam
		PROJECT NO. I-80N-4(9)130

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 1.5 mi. E. Blalock East 5 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-62	2.457
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,048,970.00	$ 321,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd B Shaw

ASST State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer February 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-80N-4(9)130

BLALOCK-ARLINGTON SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, January 14, 1963

Type Code 0010
Roadway (Sta. 1247+00 and Sta. 1298+50 to Sta. 1427+50) (Contract 6209)

Clearing and Grubbing	All	Required (45%)		$ 23,850.00
Drainage Excavation, Unclassified	2,460	cu.yds.	$ 5.00	12,300.00
General Excavation, Location "A", Unclassified	855,600	cu.yds.	0.76	650,256.00
General Excavation, Location "B", Unclassified	58,470	cu.yds.	0.82	47,945.40
Extra for Selected Subgrade Material	57,550	cu.yds.	0.06	3,453.00
Extra for Selected Topsoil Material	54,840	cu.yds.	0.50	27,420.00
Short Overhaul	4,672,900	yd.sta.	0.005	23,364.50
Long Overhaul	77,000	C-yd.sta.	0.40	30,800.00
Finishing Roadbed and Slopes	2.457	mile	2,500.00	6,142.50
Rounding Cutbanks	7,540	lin.ft.	0.15	1,131.00
15-inch Corrugated Steel Pipe	750	lin.ft.	3.50	2,625.00
18-inch Corrugated Steel Pipe	420	lin.ft.	4.00	1,680.00
24-inch Corrugated Steel Pipe	370	lin.ft.	6.00	2,220.00
36-inch Corrugated Steel Pipe	240	lin.ft.	11.00	2,640.00
15-inch Culvert End Sections	22	only	35.00	770.00
18-inch Culvert End Sections	2	only	45.00	90.00
24-inch Culvert End Sections	4	only	60.00	240.00
36-inch Culvert End Sections	2	only	135.00	270.00
120-inch Structural Plate Pipe	260	lin.ft.	55.00	14,300.00
84-inch Structural Plate Pipe, Sta. 1369+50	All	Required		40,000.00
Class "A" Concrete	200	cu.yds.	85.00	17,000.00
Metal Reinforcement	40,600	lbs.	0.17	6,902.00
Type 2 Fence	1,720	rods	7.20	12,384.00
20' Cattle Guard	2	only	1,200.00	2,400.00
Coarse Crushed Material in Base	330	cu.yds.	3.20	1,056.00
3/4" - 0 Material in Base	100	cu.yds.	3.20	320.00
Sprinkling	7,050	M-gal.	1.00	7,050.00
Railroad Protective Cost	All	Required		4,000.00
				$ 942,609.40

Seeding and Mulching	All Required (93.75%)	$ 15,000.00
Credit for payment to U.S. Army Engineers by Wealpren for 120" culvert pipe, Sta. 1373+40		-4,000.00
	Subtotal	$ 953,609.40
	10% Engr. & Cont.	95,360.60
	Total	$1,048,970.00

Length of Roadway . . . . 2.457 Miles
Cost of Roadway per Mile $411,053.72

SUMMARY OF FUNDS

Description	Total Cost	Federal* Funds	State* Funds	U. S. Army Engineer's Funds
Roadway	$1,048,970.00	$321,000.00	$27,226.00	$700,744.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

* Note

See attached tabulation for State responsibility of costs under agreement with U. S. Army Engineers.

Tabulation of agreed quantities and estimated cost for State portion of project as per agreement between State and Corps of U. S. Army Engineers, DA-45-164-CIVENG-61-103. See letter to State from U. S. Army Engineers dated November 21, 1962.

BLALOCK-ARLINGTON SECTION

PROJECT NO. I-80N-4(9)139

1.	Clearing and Grubbing	All	Required (16.5%)*		$ 8,745.00
2.	Drainage Excavation, Unclassified	2,120	cu.yds.	$ 5.00	10,600.00
4.	General Excavation, Location "A" Unclassified	256,300	cu.yds.	0.76	194,788.00
5.	General Excavation, Location "B" Unclassified	7,170	cu.yds.	0.82	5,879.40
6.	Extra for Selected Subgrade Material	28,100	cu.yds.	0.06	1,686.00
7.	Extra for Selected Topsoil Material	56,200	cu.yds.	0.50	28,100.00
8.	Short Overhaul	1,070,400	yd.sta.	0.005	5,352.00
9.	Long Overhaul	12,400	C-yd.sta.	0.40	4,960.00
10.	Finishing Roadbed and Slopes	1.23	miles	2,500.00	3,075.00
13.	15-inch Corrugated Steel Pipe	1,570	lin.ft.	3.50	5,495.00
14.	18-inch Corrugated Steel Pipe	340	lin.ft.	4.00	1,360.00
15.	24-inch Corrugated Steel Pipe	220	lin.ft.	6.00	1,320.00
16.	36-inch Corrugated Steel Pipe	110	lin.ft.	11.00	1,210.00
20.	15-inch Culvert End Sections	40	only	35.00	1,400.00
21.	18-inch Culvert End Sections	1	only	45.00	45.00
22.	24-inch Culvert End Sections	3	only	60.00	180.00
23.	36-inch Culvert End Sections	1	only	135.00	135.00
25.	120-inch Structural Plate Pipe	110	lin.ft.	55.00	6,050.00
27.	84-inch Structural Plate Pipe, Sta. 1369+50	All	Required (21.94%)*		8,776.00
30.	Concrete Inlets, Type "D"	1	only	170.00	170.00
31.	Class "A" Concrete	200	cu.yds.	85.00	17,000.00
32.	Metal Reinforcement	40,600	lbs.	0.17	6,902.00
39.	Coarse Crushed Material in Base	330	cu.yds.	3.20	1,056.00
40.	3/4" - 0 Material in Base	100	cu.yds.	3.20	320.00
41.	Sprinkling	2,080	M-gal.	1.00	2,080.00
					$316,684.40
	Seeding and Mulching				1,600.00
	Credit for payment to U. S. Engineers by Weelpren for 120" Culvert Pipe, Sta. 1373+40				-1,715.00
			Subtotal		$316,569.40
			10% Engr. & Cont.		31,656.60
			Total**		$348,226.00

* Percentage figured on Total Contract Item Cost.
** Federal Funds based on this figure.

Oregon State Highway Department

Federal Aid
Project No. I-80N-4(9)130

BLALOCK-ARLINGTON SECTION OF THE COLUMBIA
RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, December 5, 1962

Type Code 0010
Roadway (Sta. 1247+00 and Sta. 1298+50 to Sta. 1427+50)

Clearing and Grubbing	All	Required (45%)		$ 4,500.00
Drainage Excavation, Unclassified	2,460	cu.yds.	$ 3.00	7,380.00
General Excavation, Location "A", Unclassified	855,600	cu.yds.	0.69	590,364.00
General Excavation, Location "B", Unclassified	58,470	cu.yds.	1.00	58,470.00
Extra for Selected Subgrade Material	57,550	cu.yds.	0.15	8,632.50
Extra for Selected Topsoil Material	54,840	cu.yds.	0.80	43,872.00
Short Overhaul	4,672,900	yd.sta.	0.01	46,729.00
Long Overhaul	77,000	C-yd.sta.	0.35	26,950.00
Finishing Roadbed and Slopes	2.457	miles	1,200.00	2,948.40
Rounding Cutbanks	7,540	lin.ft.	0.20	1,508.00
15-inch Corrugated Steel Pipe	750	lin.ft.	4.25	3,187.50
18-inch Corrugated Steel Pipe	420	lin.ft.	5.00	2,100.00
24-inch Corrugated Steel Pipe	370	lin.ft.	7.50	2,775.00
36-inch Corrugated Steel Pipe	240	lin.ft.	14.50	3,480.00
15-inch Culvert End Sections	22	only	37.50	825.00
18-inch Culvert End Sections	2	only	45.00	90.00
24-inch Culvert End Sections	4	only	65.00	260.00
36-inch Culvert End Sections	2	only	160.00	320.00
120-inch Structural Plate Pipe	260	lin.ft.	65.00	16,900.00
84-inch Structural Plate Pipe, Sta. 1369+50	All	Required		31,900.00
Class "A" Concrete	200	cu.yds.	55.00	11,000.00
Metal Reinforcement	40,600	lbs.	0.14	5,684.00
Type 2 Fence	1,720	rods	6.50	11,180.00
20' Cattle Guard	2	only	2,000.00	4,000.00
Coarse Crushed Material in Base	330	cu.yds.	2.15	709.50
3/4" - 0 Material in Base	100	cu.yds.	2.30	230.00
Sprinkling	7,050	M-gals.	3.00	21,150.00
				$ 907,144.90

Seeding and Mulching	All Required (93.75%)	$ 15,000.00
Credit for payment to U.S. Army Engineers by Woelpren for 120-inch culvert pipe, Sta. 1373+40		-4,000.00
	Subtotal	$ 918,144.90
	10% Engr. & Cont.	91,814.10
	Total	$1,009,959.00

Length of Roadway . . . . 2.457 Miles
Cost of Roadway Per Mile $411,053.72

SUMMARY OF FUNDS

Description	Total Cost	Federal* Funds	State* Funds	U.S. Army Engineer's Funds
Roadway	$1,009,959.00	$312,600.00	$27,587.00	$669,772.00

* **Note:** See attached tabulation for State responsibility of costs under agreement with U. S. Army Engineers.

Tabulation of agreed quantities and estimated cost for State portion of project as per agreement between State and Corps of U. S. Army Engineers, DA-45-164-CIVENG-61-103. See letter to State from U. S. Army Engineers dated November 21, 1962.

BLALOCK-ARLINGTON SECTION

PROJECT NO. I-80N-4(9)130

1.	Clearing and Grubbing	All	Required (16.5%)*		$ 1,650.00
2.	Drainage Excavation, Unclassified	2,120	cu.yds.	$ 3.00	6,360.00
4.	General Excavation, Location "A", Unclassified	256,300	cu.yds.	0.69	176,847.00
5.	General Excavation, Location "B", Unclassified	7,170	cu.yds.	1.00	7,170.00
6.	Extra for Selected Subgrade Material	28,100	cu.yds.	0.15	4,215.00
7.	Extra for Selected Topsoil Material	56,200	cu.yds.	0.80	44,960.00
8.	Short Overhaul	1,070,400	yd. sta.	0.01	10,704.00
9.	Long Overhaul	12,400	C-yd.sta.	0.35	4,340.00
10.	Finishing Roadbed and Slopes	1.23	miles	1,200.00	1,476.00
13.	15-inch Corrugated Steel Pipe	1,570	lin.ft.	4.25	6,672.50
14.	18-inch Corrugated Steel Pipe	340	lin.ft.	5.00	1,700.00
15.	24-inch Corrugated Steel Pipe	220	lin.ft.	7.50	1,650.00
16.	36-inch Corrugated Steel Pipe	110	lin.ft.	14.50	1,595.00
20.	15-inch Culvert End Sections	40	only	37.50	1,500.00
21.	18-inch Culvert End Sections	1	only	45.00	45.00
22.	24-inch Culvert End Sections	3	only	65.00	195.00
23.	36-inch Culvert End Sections	1	only	160.00	160.00
25.	120-inch Structural Plate Pipe	110	lin.ft.	65.00	7,150.00
27.	84-inch Structural Plate Pipe, Sta. 1369+50	All	Required (21.94%)*		6,998.86
30.	Concrete Inlets, Type "D"	1	only	125.00	125.00
31.	Class "A" Concrete	200	cu.yds.	55.00	11,000.00
32.	Metal Reinforcement	40,600	lbs.	0.14	5,684.00
39.	Coarse Crushed Material in Base	330	cu.yds.	2.15	709.50
40.	3/4" - 0 Material in Base	100	cu.yds.	2.30	230.00
41.	Sprinkling	2,080	M-gal.	3.00	6,240.00
					$309,376.86
	Seeding and Mulching				1,600.00
	Credit for payment to U.S. Engineers by Woelpren for 120" culvert, Sta. 1373+40				-1,715.00
		Subtotal			$309,261.86
		10% Engr. & Cont.			30,925.14
		Total **			$340,187.00

* Percentage figured on Total Contract Item Cost.

** Federal funds base on this figure.

Oregon State Highway Department

Federal Aid
Project No. I-80N-4(9)130

BLALOCK-ARLINGTON SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, November 29, 1962

Type Code 0010
Roadway (Sta. 1247+00 and Sta. 1298+50 to Sta. 1427+50)

Clearing and Grubbing	All	Required (45%)		$ 4,500.00
Drainage Excavation, Unclassified	2,460	cu.yds.	3.00	7,380.00
General Excavation, Location "A", Unclassified	855,600	cu.yds.	0.69	590,364.00
General Excavation, Location "B", Unclassified	58,470	cu.yds.	1.00	58,470.00
Extra for Selected Subgrade Material	57,550	cu.yds.	0.15	8,632.50
Extra for Selected Topsoil Material	54,840	cu.yds.	0.80	43,872.00
Short Overhaul	4,672,900	yd.stas.	0.01	46,729.00
Long Overhaul	77,000	C-yd.stas.	0.35	26,950.00
Finishing Roadbed and Slopes	2.457	miles	1,200.00	2,948.40
Rounding Cutbanks	7,540	lin.ft.	0.20	1,508.00
15-inch Corrugated Steel Pipe	750	lin.ft.	4.25	3,187.50
18-inch Corrugated Steel Pipe	420	lin.ft.	5.00	2,100.00
24-inch Corrugated Steel Pipe	370	lin.ft.	7.50	2,775.00
36-inch Corrugated Steel Pipe	240	lin.ft.	14.50	3,480.00
15-inch Culvert End Sections	22	only	37.50	825.00
18-inch Culvert End Sections	2	only	45.00	90.00
24-inch Culvert End Sections	4	only	65.00	260.00
36-inch Culvert End Sections	2	only	160.00	320.00
120-inch Structural Plate Pipe	260	lin.ft.	65.00	16,900.00
84-inch Structural Plate Pipe, Sta. 1369+50	All	Required		31,900.00
Class "A" Concrete	200	cu.yds.	55.00	11,000.00
Metal Reinforcement	40,600	lbs.	0.14	5,684.00
Type 2 Fence	1,720	rods	6.50	11,180.00
14' Cattle Guard	2	only	1,500.00	3,000.00
Coarse Crushed Material in Base	330	cu.yds.	2.15	709.50
3/4" - 0 Material in Base	100	cu.yds.	2.30	230.00
Sprinkling	7,050	M-gals.	3.00	21,150.00
				$ 906,144.90

Seeding and Mulching	All Required (93.75%)	$ 15,000.00
Credit for Payment to U.S. Army Engineers by Woelpren for 120" Culvert Pipe, Sta. 1373+40		-4,000.00
	Subtotal	$ 917,144.90
	10% Engr. & Cont.	91,714.10
	Total	$1,008,859.00

Length of Roadway - - - - - - - - - 2.457 Miles
Cost of Roadway Per Mile - - - - $410,606.02

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds*	State Funds*	U. S. Army Engrs. Funds
Roadway	$1,008,859.00	$312,600.00	$27,587.00	$668,672.00

*Note: See attached tabulation for State responsibility of costs under agreement with U. S. Army Engineers.

Tabulation of agreed quantities and estimated cost for State portion of project as per agreement between State and Corps of U.S. Army Engineers, DA-45-164-CIVENG-61-103.

BLALOCK-ARLINGTON SECTION
PROJECT NO. I-80N-4(9)130

1.	Clearing and Grubbing	All	Required (16.5%)*		$ 1,650.00
2.	Drainage Excavation, Unclassified	2,120	cu.yd.	$ 3.00	6,360.00
4.	General Excavation, Location "A", Unclassified	256,300	cu.yd.	0.69	176,847.00
5.	General Excavation, Location "B", Unclassified	7,170	cu.yd.	1.00	7,170.00
6.	Extra for Selected Subgrade Material	28,100	cu.yd.	0.15	4,215.00
7.	Extra for Selected Topsoil Material	56,200	cu.yd.	0.80	44,960.00
8.	Short Overhaul	1,070,400	yd.sta.	0.01	10,704.00
9.	Long Overhual	12,400	C-yd.sta.	0.35	4,340.00
10.	Finishing Roadbed and Slopes	1.23	mile	1,200.00	1,476.00
13.	15-inch Corrugated Steel Pipe	1,570	lin.ft.	4.25	6,672.50
14.	18-inch Corrugated Steel Pipe	340	lin.ft.	5.00	1,700.00
15.	24-inch Corrugated Steel Pipe	220	lin.ft.	7.50	1,650.00
16.	36-inch Corrugated Steel Pipe	110	lin.ft.	14.50	1,595.00
20.	15-inch Culvert End Sections	40	only	37.50	1,500.00
21.	18-inch Culvert End Sections	1	only	45.00	45.00
22.	24-inch Culvert End Sections	3	only	65.00	195.00
23.	36-inch Culvert End Sections	1	only	160.00	160.00
25.	120-inch Structural Plate Pipe	110	lin.ft.	65.00	7,150.00
27.	84-inch Structural Plate Pipe, Sta. 1369+50	All	Required (21.94%)*		6,998.86
30.	Concrete Inlets, Type "D"	1	only	125.00	125.00
31.	Class "A" Concrete	200	cu.yd.	55.00	11,000.00
32.	Metal Reinforcement	40,600	lbs.	0.14	5,684.00
39.	Coarse Crushed Material in Base	330	cu.yd.	2.15	709.50
40.	3/4" - 0 Material in Base	100	cu.yd.	2.30	230.00
41.	Sprinkling	2,080	M-gal.	3.00	6,240.00
					$309,376.86
	Seeding and Mulching				1,600.00
	Credit for Payment to U.S. Engineers by Woelpren for 120" Culvert Pipe, Sta. 1373+40				-1,715.00
		Subtotal			$309,261.86
		10% Engr. & Cont.			30,925.14
			Total **		$340,187.00

* Percentage Figured on Total Contract Item Cost.

** Federal Funds based on this figure.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-4(9)130

BLALOCK-ARLINGTON SECTION OF THE
COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 23, 1962

Type Code 0010
Roadway (Sta. 1247+00 and Sta. 1298+50 to Sta. 1427+50)

Clearing and Grubbing	All Req. (45%)		$ 4,500.00
Drainage Excavation, Unclassified	2,460 cu.yd.	$ 3.00	7,380.00
General Excavation, Location "A", Unclassified	855,600 cu.yd.	0.69	590,364.00
General Excavation, Location "B", Unclassified	58,470 cu.yd.	0.95	55,546.50
Extra for Selected Subgrade Material	57,550 cu.yd.	0.15	8,632.50
Extra for Selected Topsoil Material	54,840 cu.yd.	0.80	43,872.00
Short Overhaul	4,672,900 yd.sta.	0.01	46,729.00
Long Overhaul	77,000 C-yd.sta.	0.35	26,950.00
Finishing Roadbed and Slopes	2.457 miles	1200.00	2,948.40
Rounding Cutbanks	7,540 lin.ft.	0.20	1,508.00
15-inch Corrugated Steel Pipe	750 lin.ft.	4.25	3,187.50
18-inch Corrugated Steel Pipe	420 lin.ft.	5.00	2,100.00
24-inch Corrugated Steel Pipe	370 lin.ft.	7.50	2,775.00
36-inch Corrugated Steel Pipe	240 lin.ft.	14.50	3,480.00
15-inch Culvert End Sections	22 only	37.50	825.00
18-inch Culvert End Sections	2 only	45.00	90.00
24-inch Culvert End Sections	4 only	65.00	260.00
36-inch Culvert End Sections	2 only	160.00	320.00
120-inch Structural Plate Pipe	260 lin.ft.	65.00	16,900.00
84-inch Structural Plate Pipe, Sta. 1369+50	All Req.		31,900.00
Class "A" Concrete	200 cu.yd.	55.00	11,000.00
Metal Reinforcement	40,600 lbs.	0.14	5,684.00
Type 2 Fence	1,720 rod	6.50	11,180.00
14' Cattle Guard	2 only	1500.00	3,000.00
Coarse Crushed Material in Base	330 cu.yd.	2.15	709.50
3/4" - 0 Material in Base	100 cu.yd.	2.30	230.00
Sprinkling	7,050 M-gal.	3.00	21,150.00
			$ 903,221.40
Seeding and Mulching	All Req. (93.75%)		$ 15,000.00
Credit for payment to U.S. Army Engineers by Woelpren for 120" Culvert Pipe, Sta. 1373+40			-4,000.00

Subtotal	$ 914,221.40
10% Engr. & Cont.	91,421.60
Total	$1,005,643.00

Length of Roadway - - - - -	2.457 Miles
Cost of Roadway Per Mile- -	$409,297.11

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds*	State Funds*	U.S. Army Engrs.Funds
Roadway	$1,005,643.00	$312,600.00	$27,193.00	$665,850.00

*Note: See attached tabulation for State responsibility of costs under agreement with U.S. Army Engineers.

Tabulation of agreed quantities and estimated cost for State portion of project as per agreement between State and Corps of U.S. Army Engineers, DA-45-164-CIVENG-61-103. See letter to State from U.S. Army Engineers, dated November 21, 1962.

BLALOCK-ARLINGTON SECTION
PROJECT NO. I-80N-4(9)130

1.	Clearing and Grubbing	All	Req. (16.5%)*		$ 1,650.00
2.	Drainage Excavation, Unclassified	2,120	cu.yd.	$ 3.00	6,360.00
4.	General Excavation, Location "A", Unclassified	256,300	cu.yd.	0.69	176,847.00
5.	General Excavation, Location "B", Unclassified	7,170	cu.yd.	0.95	6,811.50
6.	Extra for Selected Subgrade Material	28,100	cu.yd.	0.15	4,215.00
7.	Extra for Selected Topsoil Material	56,200	cu.yd.	0.80	44,960.00
8.	Short Overhaul	1,070,400	yd.sta.	0.01	10,704.00
9.	Long Overhaul	12,400	C-yd.sta.	0.35	4,340.00
10.	Finishing Roadbed and Slopes	1.23	mile	1200.00	1,476.00
13.	15-inch Corrugated Steel Pipe	1,570	lin.ft.	4.25	6,672.50
14.	18-inch Corrugated Steel Pipe	340	lin.ft.	5.00	1,700.00
15.	24-inch Corrugated Steel Pipe	220	lin.ft.	7.50	1,650.00
16.	36-inch Corrugated Steel Pipe	110	lin.ft.	14.50	1,595.00
20.	15-inch Culvert End Sections	40	only	37.50	1,500.00
21.	18-inch Culvert End Sections	1	only	45.00	45.00
22.	24-inch Culvert End Sections	3	only	65.00	195.00
23.	36-inch Culvert End Sections	1	only	160.00	160.00
25.	120-inch Structural Plate Pipe	110	lin.ft.	65.00	7,150.00
27.	84-inch Structural Plate Pipe, Sta. 1369+50	All	Req. (21.94%)*		6,998.86
30.	Concrete Inlets, Type "D"	1	only	125.00	125.00
31.	Class "A" Concrete	200	cu.yd.	55.00	11,000.00
32.	Metal Reinforcement	40,600	lb.	0.14	5,684.00
39.	Coarse Crushed Material in Base	330	cu.yd.	2.15	709.50
40.	3/4" - 0 Material in Base	100	cu.yd.	2.30	230.00
41.	Sprinkling	2,080	M-gal.	3.00	6,240.00
					$309,018.36
	Seeding and Mulching				$ 1,600.00
	Credit for payment to U.S. Engineers by Woepren for 120" Culvert, Sta. 1373+40				-1,715.00
			Subtotal		$308,903.36
			10% Engr. & Cont.		30,889.64
			Total**		$339,793.00

* Percentage figured on total contract item cost.

** Federal funds based on this figure.

RECEIVED
JAN 26 1972
FOR FILING

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
July 15, 1965

SUBJECT:
Blalock-Arlington Section
Columbia River Highway
Contract 6209
Flood Damage Repairs

[illegible]
Construction Engineer
Salem, Oregon

Reference is made to Mr. Klaboe's letter of July 12, to the Corps of Engineers concerning the cleaning out of the twin 84-inch culverts on the Blalock-Arlington Section. State maintenance forces have completed cleaning out both culverts and the records of the District Maintenance Superintendent's office indicate the cost of cleaning the culverts to be $22,917. There is some repair to the end of the culverts remaining to be done which is estimated to cost $100. The State forces did the work of cleaning out the culverts because it was their thinking that it was emergency work that was necessary to be accomplished as soon as possible.

A. F. Parson
Division Engineer

By Alfred Shirley Jr.
Alfred Shirley, Jr.
Assistant Division Engineer

AS:sp

CC: J. S. Sawyer

NOTED
CONTRACT

CONSTRUCTION DIVISION
RECEIVED
JUL 19 1965

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 12, 1965

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to Contract No. DA-45-164-CIVENG-[illegible] for the relocation of Interstate 80N on the John Day Lock and Dam Project and to the Quinton-Blalock Section.

During the heavy run-off of the December flood, the two [illegible]-inch multiplate culverts which drain the Blalock Canyon became full with rock, mud and debris and it was necessary to immediately take steps to open up these drainage structures. Equipment was hired to clean out the inlet channel and State forces were used to clean out one culvert. This was accomplished at an approximate cost of $8,200. It is estimated that approximately 400 cubic yards of material were removed. The second culvert is still plugged and we estimate that approximately [illegible] cubic yards of material must be removed in order to clean this culvert.

Since these pipes are in an area of Corps participation, we feel the financial responsibility for cleaning them should be borne by the Government. It is suggested by this office that the work of cleaning these culverts be performed by your contractor on the Quinton-Blalock Section. It is estimated that the total cost for cleaning both these pipes will be approximately $21,000. This means $12,800 plus the $8,200 already spent.

We request your concurrence in participation on the remainder of this work and concurrence for reimbursement for the approximate $8,200 already spent. Billing to you for the [illegible] of reimbursement could be handled in the same manner as [illegible] work. With your concurrence we ask that you take the necessary steps to have this work accomplished by your contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

SIGNED BY
[illegible] KLABOE

[illegible] Klaboe
Assistant State Highway Engineer

cc - Mr. Forrest Cooper
Mr. [illegible] Porter
Mr. [illegible]
Mr. [illegible]
Mr. [illegible] Parsons
Mr. [illegible] Sawyer

RECEIVED
JAN 26 1972

FOR FILING

[illegible] 0
6209
To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 3, 1965

SUBJECT: Blalock-Arlington Section
Columbia River Highway
Contract 6209
December Flood Damage Repairs

F. D. Morgan
Construction Engineer
Salem

Herewith submitted detailed cost estimate for cleaning out the twin 84-inch culverts at M. P. 128.10 on the Blalock-Arlington Section. It is hoped that this will satisfy the requirements of the Corps of Engineers to perform this work as extra-ordinary maintenance.

A. F. Parson
Division Engineer

By Alfred Shirley Jr

Alfred Shirley, Jr.
Assistant Division Engineer

AS:if

Attachment

cc: J. S. Sawyer w/copy of cost estimate

CONSTRUCTION DIVISION
RECEIVED
MAY 5 1965

REFERRED TO
D. Trout
By Construction Engineer

NOTED
DON TROUT

Dick
Program if at all possible

COST ESTIMATE
TWIN 84" PIPE CLEANOUT
M.P. 128.10 - Hwy. #2

Columbia River Highway
Gilliam County

Christmas Flood 1964

I. Outside Equipment and Labor

TYPE	SIZE	EQUIPMENT COST.	LABOR COST	MOVING COST	SUPPLIES	TOTAL
Tractor & Dozer	200-300 HP at flywheel	1,474.76		224.85		$1,699.61
Operators & Supervision			510.62			510.62
				Sub total		2,246.23

II. State Forces

Bridge crew cost charged to "D" prefix		5,011.77
Section " " " " " "		10,533.67
	Sub total	15,545.44

III. Supplies & Material

Lumber		129.53	
Cable & accessories		156.35	
3/4" pipe (210')		44.10	
Truck bolts		32.96	
Steel plates (Made up)		46.54	
Air hose & accessories		120.62	
Electric Lights & accessories		231.40	
Miscellaneous		142.21	
	Sub total		903.71
	Total		18,695.38
Contingencies @	10%		1,869.54
	Grand total		$20,564.92

STATE OF

STATE HIGHWAY

PLANS FOR PROPO

GRA

BLALOCK - ARLINGT

COLUMBIA RIVE

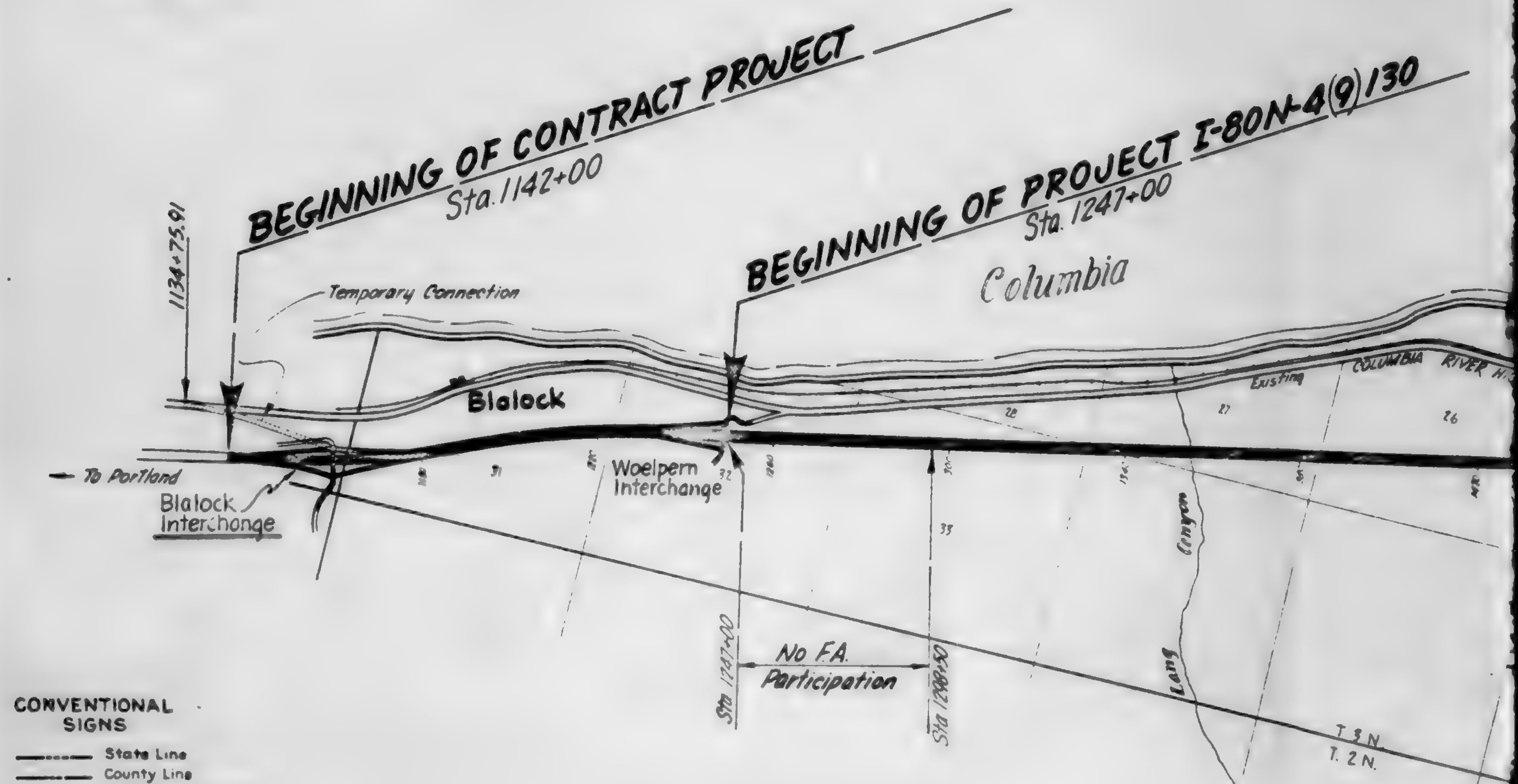
GILLIAM

DECEM

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A,2B	Typical Sections
2C	Summary
3	Plan
3A,3B	Profile
4	Plan (Blalock Interchange)
4A,4B,4C	Profile
5-7	Plan & Profile
7A	Profile
8-17	Plan & Profile

Drg. Nos.

1833-Oiling Details
2085-Fence
2091-C.M.P. Installation Details
2094-Guard Rail
2105-Concrete Inlets
2107-Culvert End Sections
2112-Sloped Ends For C.M.P.
10509-R.C. Box Culvert
13663-Cattle Guard



Sketch Map

Scale 0 2000 4000 Ft.

CONVENTIONAL SIGNS

State Line
County Line
City or Town Limits
Township Line
Section Line
Donation Land Claim Line
Fence Line
Guard Rail
Unfenced Property or Right of Way Line
Existing Roads
Trails
Base or Survey Line
Railroads
Retaining Wall
Culverts
Drop Inlet
Trolley Pole
Power Pole
Telephone or Telegraph Poles
Marsh
Irrigation Ditches
Bridges
Trees

7V-288

BLALOCK-ARLINGTON SECTION COLUMBIA RIVER HIGHWAY GILLIAM COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-4(9)130		See Index

REVISED AS CONSTRUCTED
12-2-65 CONTRACT 6209

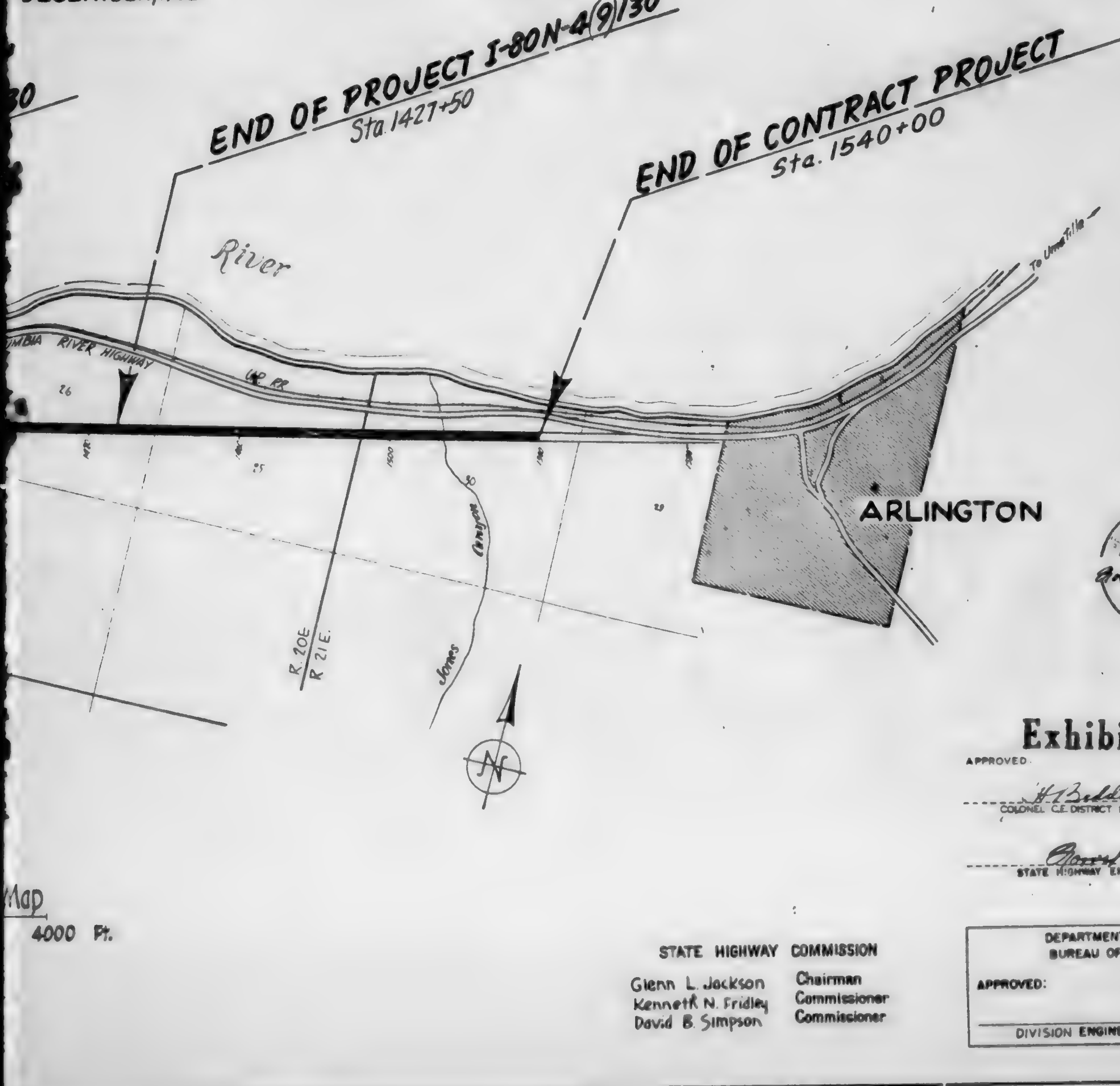
OF OREGON
WAY DEPARTMENT

ROPOSED PROJECT

GRADING

NGTON SECTION
RIVER HIGHWAY
HAM COUNTY

DECEMBER, 1962



Map
4000 Ft.

Exhibit A

APPROVED DATE DEC 62

H T Beddow
COLONEL C.E. DISTRICT ENG.

DATE: 21 Nov. 62

Forrest Cooper
STATE HIGHWAY ENGINEER

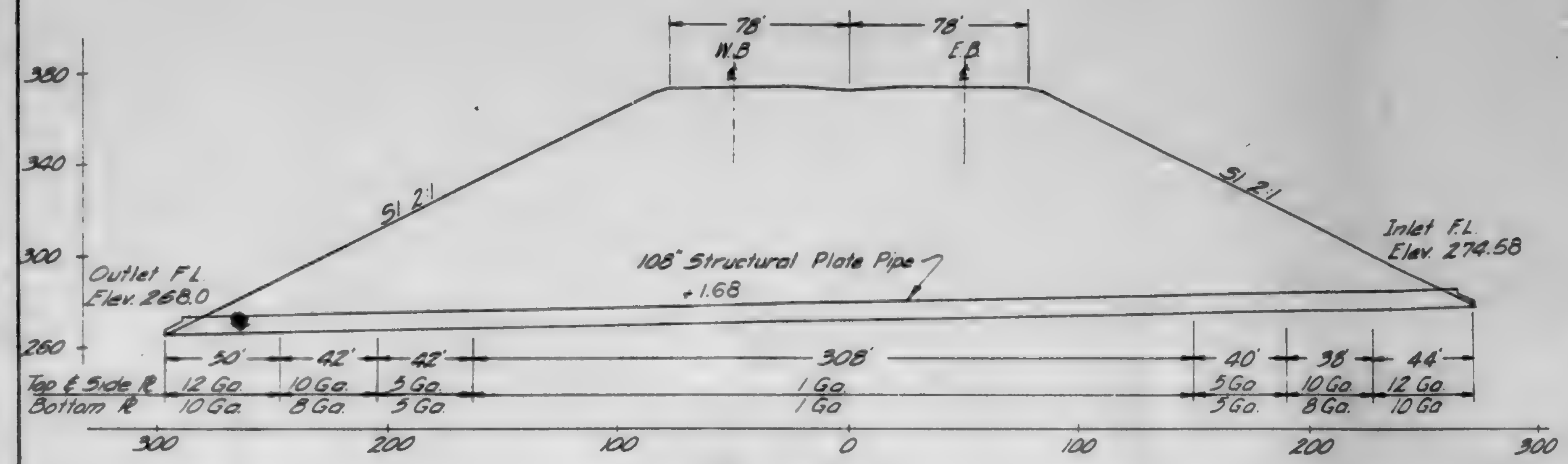
STATE HIGHWAY COMMISSION

Glenn L. Jackson Chairman
Kenneth N. Fridley Commissioner
David B. Simpson Commissioner

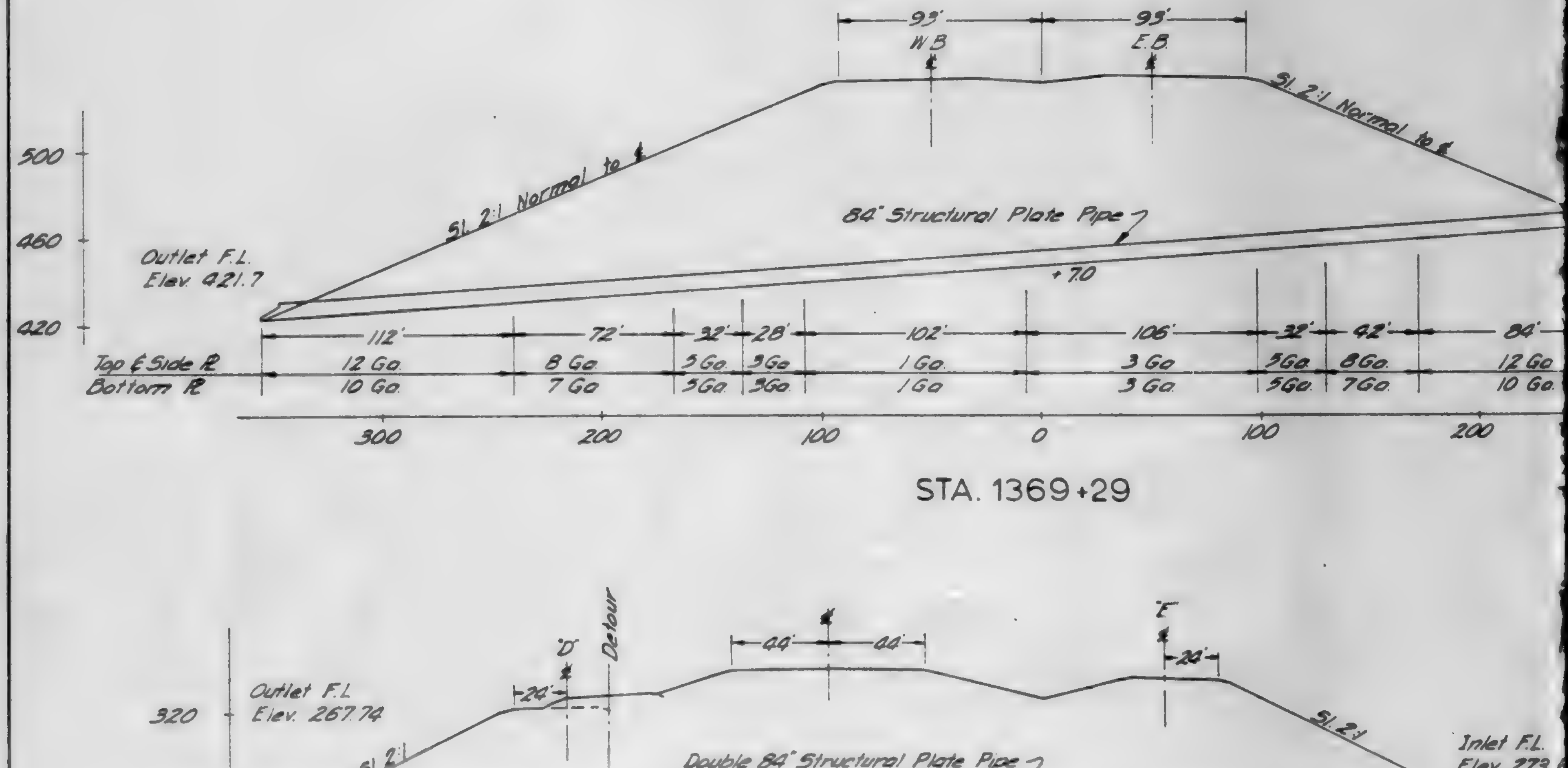
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

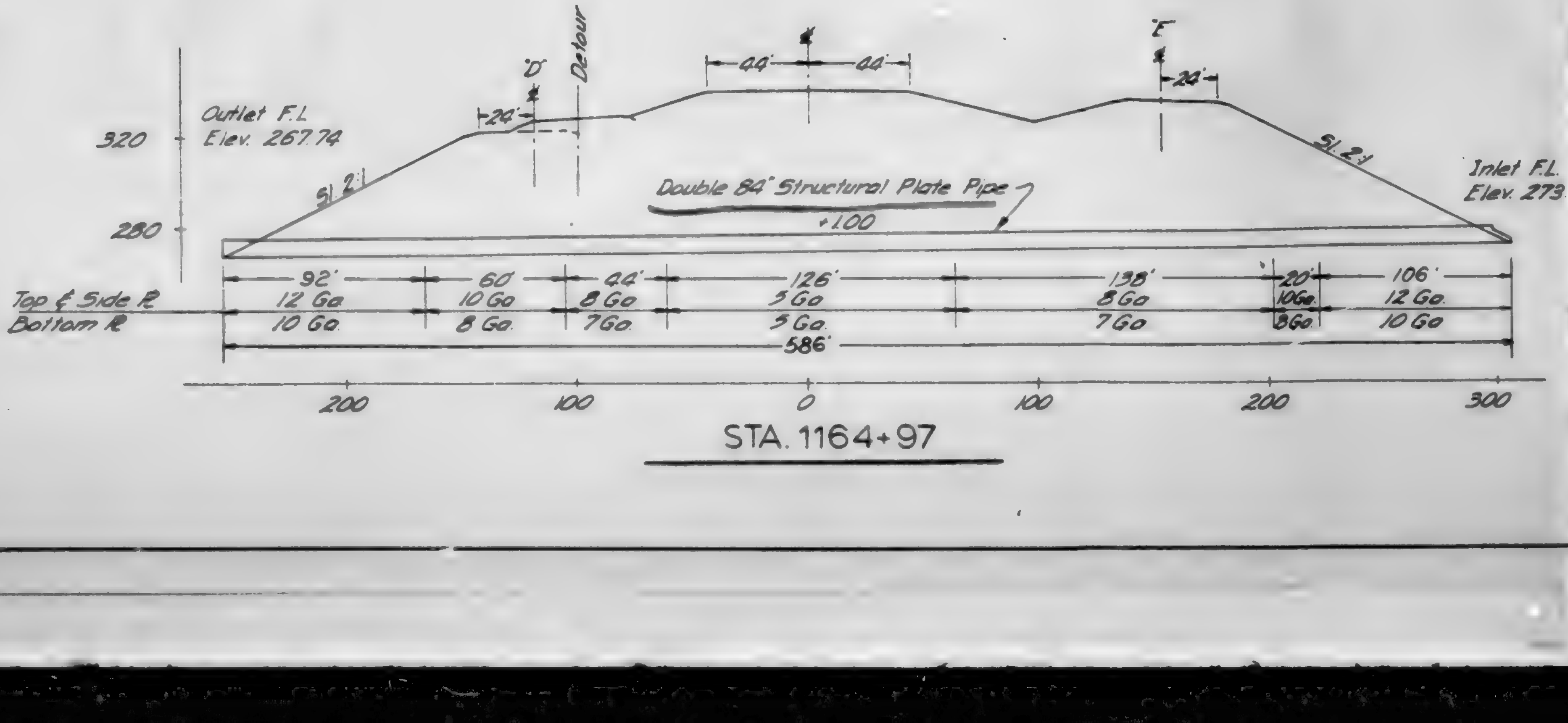
DIVISION ENGINEER DATE



STA. 1501+52



STA. 1369+29

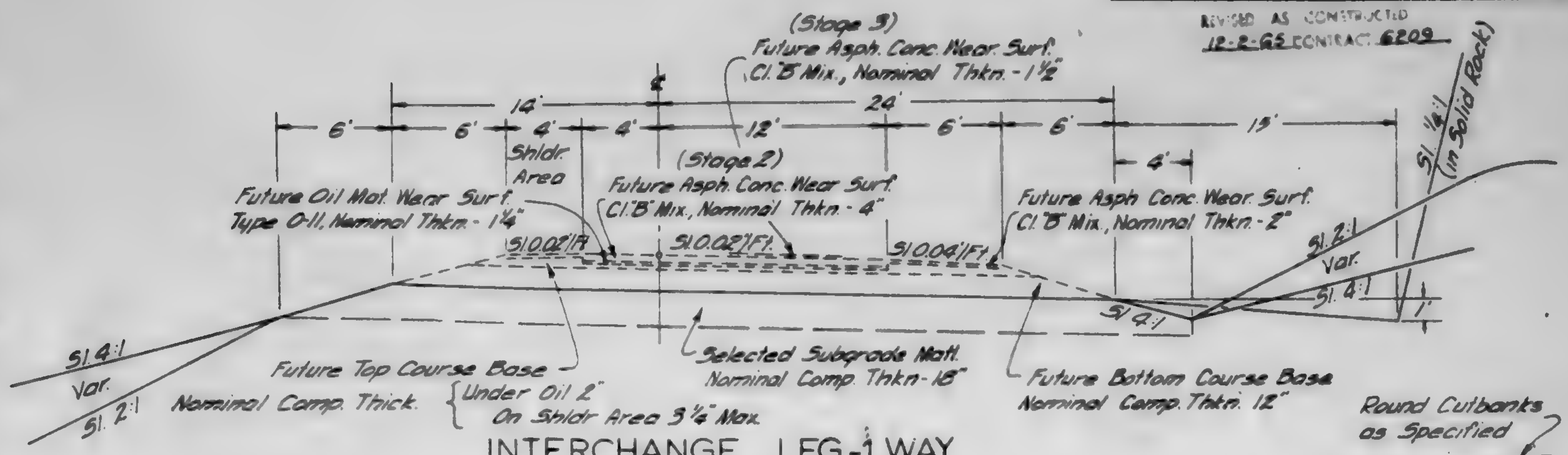


STA. 1164+97

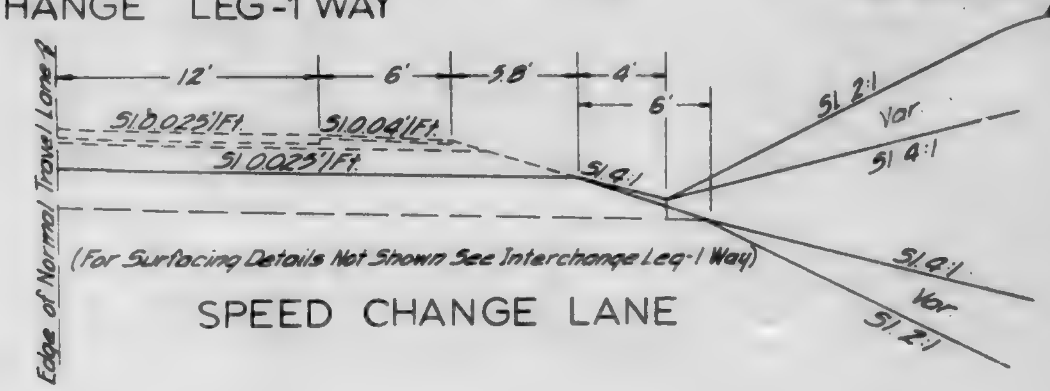
7V-288

ALOCK-ARLINGTON SECTION COLUMBIA RIVER HIGHWAY GILLIAM COUNTY				SHEET No. 2 A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I80N-4(9)130		See Index

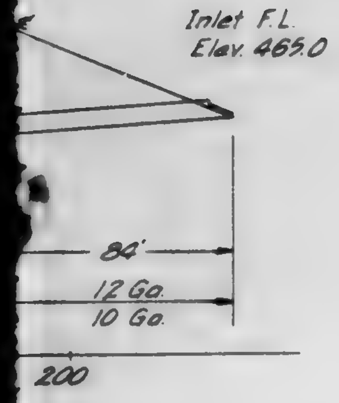
REVISED AS CONSTRUCTED
12-2-65 CONTRACT 6209

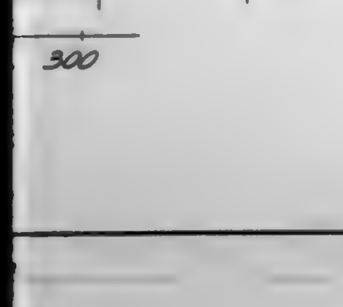

(Stage 3)
Future Asph. Conc. Wear. Surf.
Cl. "B" Mix., Nominal Thkn. - 1½"
℄
14'
24'
6'
6'
4'
4'
12'
6'
6'
15'
4'
Shldr. Area
(Stage 2)
Future Asph. Conc. Wear. Surf.
Cl. "B" Mix., Nominal Thkn. - 4"
Future Oil Mat. Wear. Surf.
Type O-11, Nominal Thkn. - 1¼"
Future Asph. Conc. Wear. Surf.
Cl. "B" Mix., Nominal Thkn. - 2"
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. ¼:1 (in Solid Rock)
Sl. 2:1
Var.
Sl. 4:1
Sl. 4:1
1'
Sl. 4:1
Var.
Sl. 2:1
Future Top Course Base
Nominal Comp. Thick. { Under Oil 2" On Shldr. Area 3¼" Max.
Selected Subgrade Mat'l.
Nominal Comp. Thkn. - 18"
Future Bottom Course Base
Nominal Comp. Thkn. 12"

INTERCHANGE LEG-1 WAY

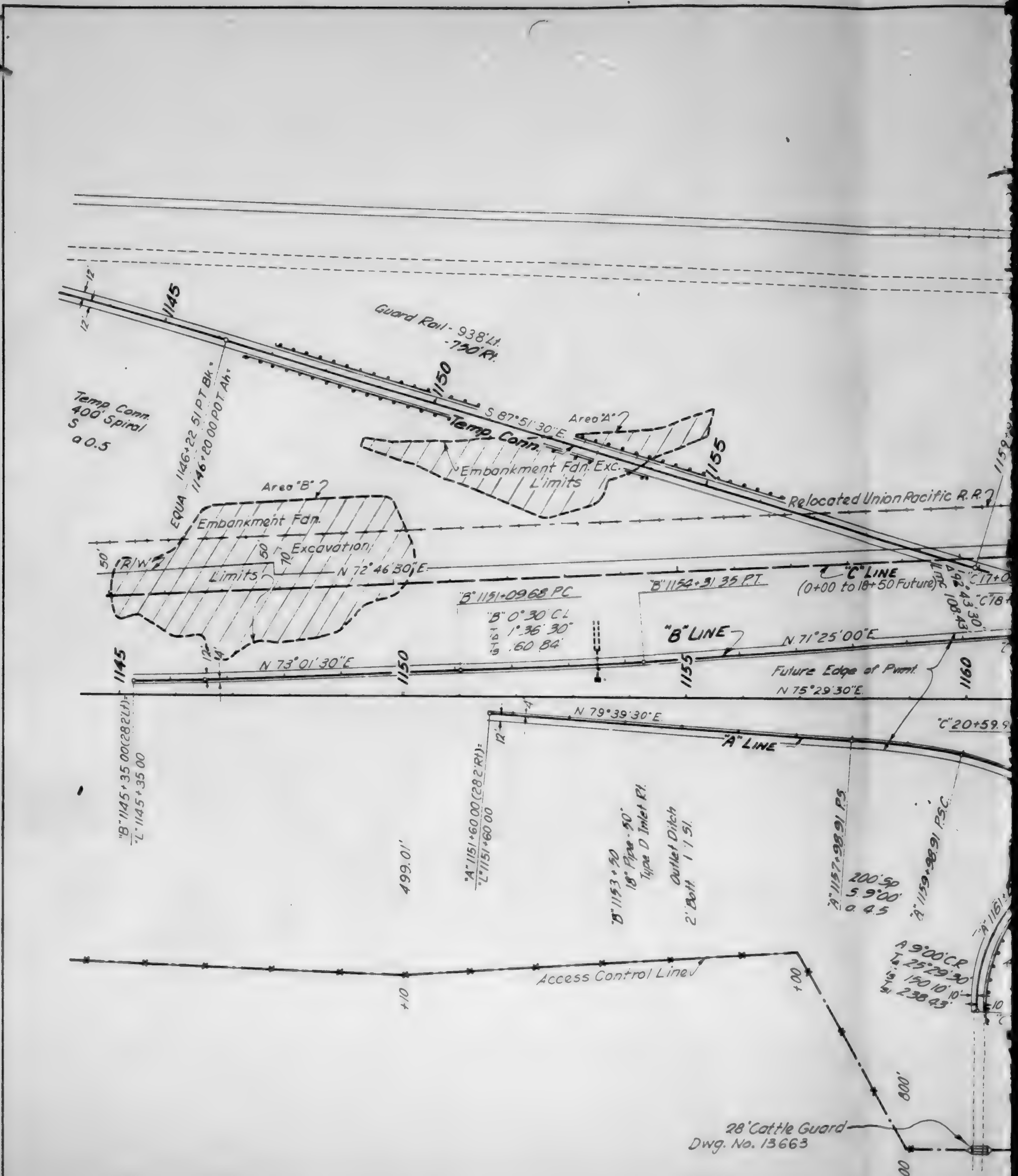

Round Cutbanks as Specified
Edge of Normal Travel Lane ℄
12'
6'
5.8'
4'
6'
Sl. 0.025'/Ft.
Sl. 0.04'/Ft.
Sl. 0.025'/Ft.
Sl. 4:1
Sl. 2:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 2:1
(For Surfacing Details Not Shown See Interchange Leg-1 Way)

SPEED CHANGE LANE





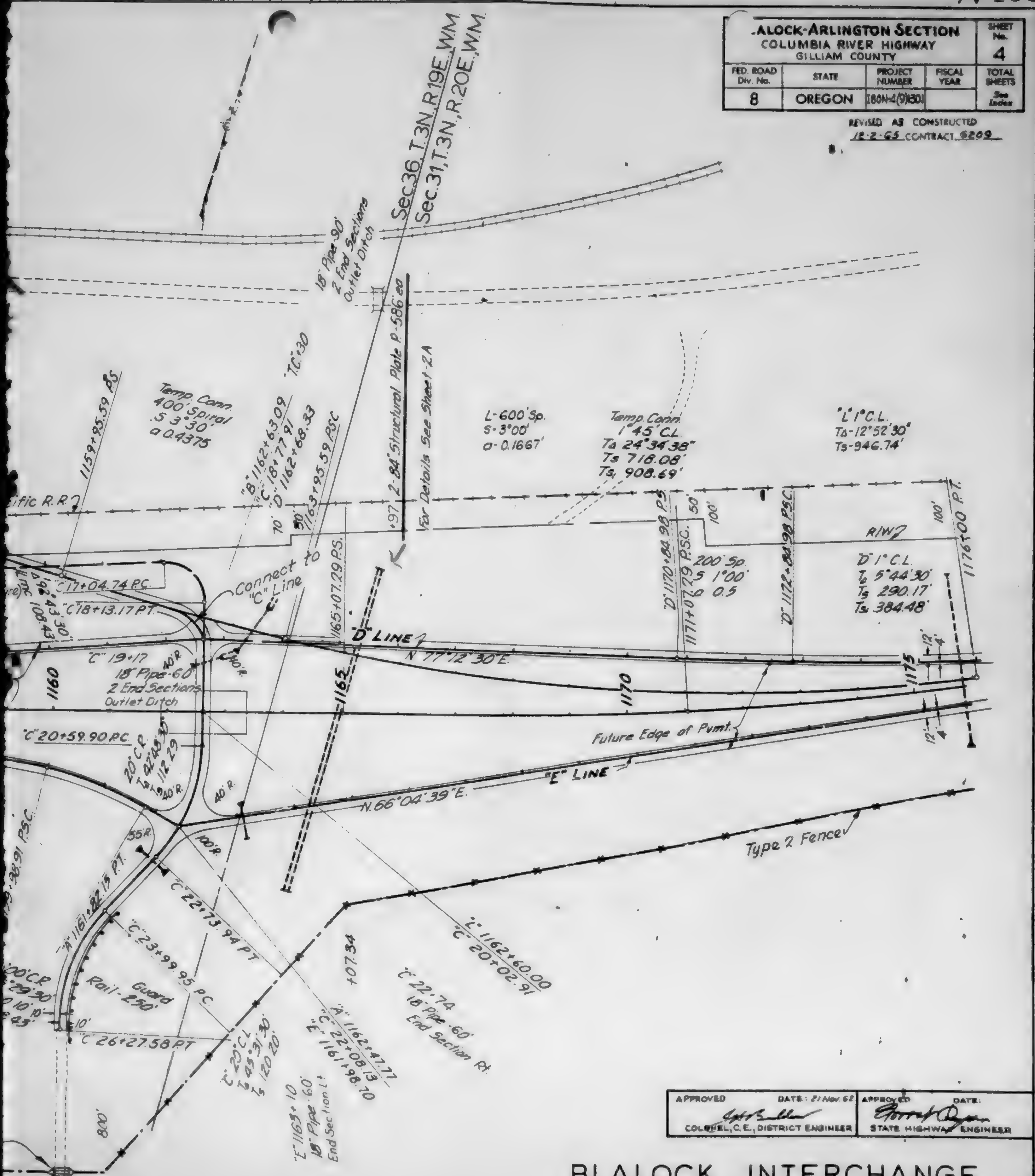
APPROVED DATE: 21 Nov. 62	APPROVED DATE:
COLONEL, C.E., DISTRICT ENGINEER	STATE HIGHWAY ENGINEER


12'
12'
1145
Guard Rail - 938' Lt.
-750' Rt.
1150
Temp. Conn.
400' Spiral
S
a 0.5
EQUA 1146+22.51 PT Bk. =
1146+20.00 POT Ah.
S 87°51'30" E.
Temp. Conn.
Area "A"
Embankment Fdn. Exc.
Limits
1155
Relocated Union Pacific R.R.
1159+
Area "B"
Embankment Fdn.
Excavation
Limits
50'
R/W
50
70
N 72°46'30" E.
"C" LINE
(0+00 to 18+50 Future)
Δ 92°43'30"
100.43
"C" 17+0
"C" 18+
"B" 1151+09.68 PC
"B" 1154+31.35 P.T.
"B" 0°30' CL
Δ 1°36'30"
T 60.84
"B" LINE
N 71°25'00" E
1145
12'
4'
N 73°01'30" E
1150
1155
Future Edge of Pvmt.
N 75°29'30" E.
1160
N 79°39'30" E.
"C" 20+59.9
"A" LINE
12'
4'
"B" 1145+35.00 (282' Lt.) =
"L" 1145+35.00
499.01'
"A" 1151+60.00 (282' Rt.) =
"L" 1151+60.00
"B" 1153+90
18" Pipe - 90'
Type D Inlet Rt.
Outlet Ditch
2' Bott. 1 1/2:1 Sl.
"A" 1157+98.91 P.S.
200' Sp
S 9°00'
a 4.5
"A" 1159+98.91 P.S.C.
"A" 1161+
A 9°00' C.R.
Δ 25°29'30"
T 150.10'
L 238.43'
10
Access Control Line
+10
+00
800'
28' Cattle Guard
Dwg. No. 13663
+00

7V-288

-ALOCK-ARLINGTON SECTION COLUMBIA RIVER HIGHWAY GILLIAM COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I80N-4(9)130		See Index

REVISED AS CONSTRUCTED
12-2-65 CONTRACT 5209



APPROVED DATE: 21 Nov. 62	APPROVED DATE:
COLONEL, C.E., DISTRICT ENGINEER	STATE HIGHWAY ENGINEER

BLALOCK INTERCHANGE

(For Profiles See Sheets 4A & 4B)

RECEIVED
MAR 4 - 1965

FOR FILING

[illegible]

March 4, 1965

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No.
DA-45-164-CIVENG-61-103
Relocation of Oregon
Highway Facilities
John Day Lock and Dam

Dear Sir:

Reference is made to your letter of February 11 regarding better liaison between our respective organizations, particularly with respect to financial obligations incurred. Comments upon your proposals are as follows:

(a) We were under the impression that all Extra Work Orders, Price Agreements, and State Force Orders on contracts administered by the State Highway Department had been submitted to your Resident Engineer, Mr. Ben Mello' in duplicate by our Mr. J. S. Sawyer. I am currently having Mr. Sawyer re-check all of these jobs to be sure that this has been done. I am further advised that in cases where the change orders are of some magnitude, joint field inspection is made by your people and Mr. Sawyer.

You may have assurance that we will take every precaution to see that you are kept fully advised. If submission of these documents through your Resident Engineer's office is not the proper routing, please advise us of the routing you would prefer.

(b) At the end of each estimate period, you will be furnished with copies of the Resident Engineer's Project Cost Report for each project over which we have jurisdiction. In the past, we have furnished you with a listing of the unbilled accrued costs on each state-administered project.

For your further information, I am enclosing a copy of the above listing. This, again, is furnished to your Resident Engineer at Boardman.

We hope the foregoing procedures will expedite reimbursement to the State and simplify the audit at the final settlement stage.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Lloyd P. Shaw
Victor D. wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
J. S. Sawyer
A. F. Parson
J. F. Putnam

LHY:mb fn

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWCO-CA

11 February 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Draft for Cooper please

Dear Mr. Cooper:

It has come to my attention that, in preparation of final payments to State contractors performing work pursuant to the terms of our agreement contract above cited, there have been several changes executed under those contracts of which my office has not been informed and as a consequence, significant changes have been made in the obligation of the Government. I believe it is to our mutual advantage to develop a system of keeping our agencies as current as possible in such matters. I submit for your consideration that the following procedures be instituted as soon as possible:

a. Submit for my approval all changes to be executed under those construction contracts administered by your office and on which the Government has cost responsibility. This procedure is prescribed in Article 1c of our agreement. Any changes already executed should likewise be furnished so that our records may be current.

b. At the end of each month that your Resident Engineer staff make available for my staff of the Resident Engineer's office located at Boardman, Oregon, copies of the most recent payment estimates processed by you and work being performed by your contractors under this agreement contract and on which you are to be reimbursed from Government obligations.

Copy To Young
2-16-'65

It is anticipated that, by the use of these procedures, processing of reimbursement to the State can be materially expedited, be more accurate, and that the obligations of the State and Federal Government be adjusted realistically as the need arises.

Your comments are requested.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
FEB 15 1965
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———————— Irrigon-Umatilla Section
Contract No. 5955 ———————— Boardman Jct.-Irrigon Section
Contract No. 6014 ———————— John Day River Bridge
Contract No. 6209 ———————— Blalock-Arlington, G
Contract No. 6219 ———————— Arlington Viaduct
Contract No. 6292 ———————— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———————— Heppner Jct. Interchange Structure
Contract No. 6349 ———————— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———————— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ———————— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———————— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———————— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 2-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	587,800.59	523,142.53	480,158.90	42,983.63
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
				$ 375,905.28

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

5-5-64

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6383 ----- Airport Road-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----- Airport Road-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 5-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,553,656.88	1,416,954.27	136,702.61
6209	3,823,765.85	3,522,464.54	3,464,710.85	57,753.69
6219	1,262,482.61	1,262,482.67	1,196,653.14	65,829.47
6292	720,702.99	687,334.44	564,859.38	122,475.06
6314	36,716.54	36,716.54	-	36,716.54
6349	412,009.03	16,480.36	-	16,480.36
6351	377,296.92	335,794.26	187,832.67	147,961.59
6383	190,657.17	57,006.49	-	57,006.49
6396	-	-	-	-
				$ 764,808.31

* The above figures include Construction Engineering and Contingencies.

RECEIVED
MAY 7 1964

FOR FILING

[illegible]

6209

May 7, 1964

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment for $2,629.48 will be made to Peter Kiewit Sons' Co., on contract #6209 for grading the Blalock-Arlington Section of the Columbia River Highway in Gilliam County, as soon as the warrant is prepared.

The total amount paid on this contract will be $3,678,591.38 including the post-final payment. Of the total, $19,798.92 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver, Washington

cc: C. H. Maison
Attn.: John Herr

RECEIVED
APR 17 1964
FOR FILING

April 16, 1964

District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Attention: Mr. Curt Hansens

Dear Sir:

The following data on the Blalock-Arlington Section is being transmitted in regard to completing the grading in the Blalock Interchange area:

(1) One Print of "as constructed" cross sections between Stations 1142 and 1162.

(2) One print of the profile for the upper bench along with the approximate location in relation to the highway center line.

(3) Copies of six letters pertaining to the material to be removed between Stations 1142 and 1162.

The original Blalock-Arlington grading plans called for a moat section (upper bench) to be built immediately under the rock face. The Corps of Engineers approved these plans and accepted the cost of the moat. During construction it was found that the material in the moat was not needed; however, a bench section was started lower down the slope. After further investigation, it was decided that an upper bench should be constructed as shown on the enclosed cross sections. The bench, lower down the slope and immediately above the fall-out slope, will remain and a fall-out section will be constructed as shown on the platted cross sections.

It is requested that this design be incorporated into your plans for the Quinton-Blalock contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
Dean Swift
J. S. Sawyer

Enclosures

DEK:bjm: ajw

2-7-5-B-3

December 24, 1963

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Attention: Mr. Curt Hansens

Dear Sir:

As per your request, the platted "As Constructed" cross sections between Station 1142 and 1162 of the Blalock-Arlington Section are being forwarded to you.

Very truly yours,

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

Enc.
DLT:fp
cc Lloyd Shaw

E, M B

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM 10~~
The Dalles, Oregon 97058
September 17, 1963

CONSTRUCTION DIVISION
SEP 18 1963
W B P.E.
CB

Mr. Ben W. Molle
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Contract No. DA-45-164-CIVENG-
61-103, Blalock-Arlington Sec.
of the Relocated I80N Highway.
State Contract No. 6209, FAI
Project No. I80N-4(9)130

Please refer to my letter of September 9,1963 on the above Project regarding the upper bench quantities Highway Station 1142 to Station 1147. I have received a telephone communication from our Salem office indicating that a further study is being made at present and due to the unstable nature of this bluff it is felt that perhaps it will be necessary to abandon the portion of the upper bench that has been constructed and construct an entirely new bench section through this area at a higher elevation.

Very truly yours,

J S Sawyer
J. S. Sawyer
Resident Engineer

JSS:dw
cc. Mr. F. D. Morgan
Mr. A. F. Parson
Mr. C. C. McKinney

W

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Sept. 9, 1963

Mr. Ben W. Nolle
Resident Engineer
U.S. Army Corps of Eng.
John Day Relocations, South Shore
P.O. Box 46
Boardman, Oregon

Contract DA-45-164 CIVENG 61-13
Blalock - Arlington Section
I 80 N Contract #6209
Prefix 611-1053 F.A. Project
No. I 80 N - 4(9)130

Attached hereto you will find two copies of Extra Work Order No. 5 on the Blalock - Arlington Section of the relocated Interstate 80 North highway covering work performed in preparation for construction of a bench above the cut slope on the westerly end of the above mentioned section, Sta. 1142 to 1147. Extra Work Order #5 willsucceed Price Agreement #2 which was submitted to your office June 17, 1963. Price Agreement #2 was not executed due to excessive price quoted by the Contractor. This was discussed in your office July 9, 1963.

It is assumed at present that some 25,000± cu. yd. of rock excavation remaining on the bench above the highway cut, aforementioned Stations, will be removed,as well as material left in main roadbed excavation through this area, on subsequent Corps of Engineers project from Quinton to Blalock.

I am advised that "As Constructed" cross sections of this area will be prepared soon and submitted to the Corps of Engoneers for use in design of the Quinton - Blalock Section.

This thing has become a bit complicated due to changes etc. I am sending copies of letters that have been written in our department concerning it for your information.

Very Truly Yours

J. S. Sawyer
J. S. Sawyer
Res. Engineer

cc: F. D. Morgan ✓
A. F. Parson
C. C. McKinney

REFERRED TO
Pitman
By Construction Engineer

CONSTRUCTION DIVISION
[illegible]
SEP 13 1963

Asked Sawyer to advise Corps we were not sure of actual location of bench. P.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 3, 1963

SUBJECT: Blalock-Arlington Section
Columbia River Highway
Contract 6209, 611-1053
Extra Work Order No. 5

Non FA portion of Project

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Attached hereto you will find Extra Work Order No. 5 on the subject section covering work performed in preparation to construction of a bench above the cut slope on the westerly end of this project.

As you know, during construction of this section, we are realizing an excess of materials on the extreme west end. We propose to leave this upper bench as well as part of the main roadbed excavation to be removed by the Corps of Engineers under their subsequent contract extending west of Blalock.

Monies requested for this extra work order will cover the removal of about 1200 cubic yards of excavation removed by bulldozer during pioneering work for the drilling of this upper bench. It also includes the actual drilling work as well as removal of some danger boulders that were pushed out of their original position by the pioneering work by the bulldozer. The drilling costs amount to about 25¢ per cubic yard which may seem a little high, however the area drilled is very hard to get to not only for the original drilling but also for the actual laborers and equipment that are necessary to use throughout this drilling operation.

Approval is recommended.

Two copies of the extra work order have been given to Josh Sawyer for his contact with the Corps of Engineers.

A. F. Parson
Division Engineer

By Coulter

H. S. Coulter
Assistant Division Engineer

CONSTRUCTION DIVISION
RECEIVED
SEP 4 1963
NO. ☐ ☐ ☐ ☐ ☐
CE ACE ACE

HSC:dj
Encl.
cc: J. S. Sawyer

Morgan
2-7-5-B-3

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 28, 1963

To:

SUBJECT: Blalock-Arlington Section
Contract 6209, 611-1053
Columbia River Highway

Memo to the file:

On Tuesday, August 20, a study was made of the work underway on the west end of the Blalock-Arlington Section. Our proposed design when the contract was awarded called for construction of an upper bench, mis-named the moat, to be constructed above the catch of the cut slope for a few hundred feet easterly of Station 1142.

The normal roadbed was to be constructed with 1/4:1 slopes and a 50 foot fallout adjacent to the roadbed shoulder. Maximum cut height is about 160 feet. As previously reported, we have an excess of material on the west end of this project and we decided to leave this upper bench in place as material to be removed under the next contract to the west to be awarded by the Corps of Engineers.

In the subcontractor's activities attempting to excavate material through this 160 feet cut it appears that this is too great a height to safely work under and to scale. To offset this difficulty, it was proposed that the typical section be modified to include a 30 foot bench about half way down on this cut which would leave a 20 foot fallout at the roadbed elevation. This design was mutually agreed to be desirable between Mr. Putnam of the Construction Division, the resident engineer and the writer. The resident engineer was asked to work out the modification of the cross section and the staking of the material to be left in place in conjunction with the contractor taking into consideration his operations as well as the future work to be performed under the Corps contract.

In attendance at this meeting in addition to Messrs. Putnam, McKinney and Coulter of the Highway Department, were Mr. Ivan Brunsback and Mr. Merlyn Marks of Peter Kiewit Sons Co.

H. S. Coulter
Assistant Division Engineer

HSC:dj

cc: F. D. Morgan
C. C. McKinney

CONSTRUCTION DIVISION
AUG 29 1963
ROUTE

B

Morgan 2-7-5-B-

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 15, 1963

SUBJECT: Blalock-Arlington Section
~~Columbia River Highway~~
Contract 6209
I-80N-4(9)130

To:

MEMO to the FILES:

On the afternoon of July 9, 1963, the balance of the excess material on the westerly end of the subject section, the so-called moat, and possible need for bench were discussed in a meeting in the Corps of Engineer's field office near Heppner Junction. In attendance were Tom Mendeola, representing the Corps of Engineers, and Messrs. McKinney, Sawyer, and Coulter of the Highway Department. This was also discussed informally with Mr. Curt Hansen, who was in the area that afternoon. It was requested that we present our plan through Mendeola and Ben Molle to the Walla Walla District office for consideration. Indications were that it would probably be approved.

Mr. McKinney was requested to prepare plotted cross sections showing the work we proposed doing under this contract as well as the work we propose the Corps of Engineers perform under the contract to the west.

H. S. Coulter
Assistant Division Engineer

HSC:if
cc: Mr. F. D. Morgan ✓
Mr. J. S. Sawyer
Mr. C. C. McKinney

CONSTRUCTION DIVISION
RECEIVED
JUL 22 1963
[illegible]

15-04

[illegible]

RECEIVED
MAR 23 1964

FOR FILING

[illegible]

6209

March 23, 1964

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

On January 30, 1964, we wrote to you concerning release of final payment on contract #6209, awarded to Peter Kiewit Sons' Co., for grading the Blalock-Arlington Section of the Columbia River Highway in Gilliam County.

Final payment on this contract is $109,670.97 and the total contract amount is $3,675,961.90, including $19,798.92 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver, Washington

cc: C. H. Maison
Attn.: John Herr

OREGON STATE HIGHWAY COMMISSION

3-19-64

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ----- Airport Rd.-Irrigon Jct., G-P-Strs.

Cont. No.	Total Amount of Work Performed to 3-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,828,176.25	3,521,922.20	3,289,338.41	232,583.79
6219	1,252,932.61	1,252,932.61	1,062,382.40	190,550.21
6292	482,705.68	460,356.41	-	460,356.41
6314	-	-	-	-
6349	234,130.60	9,365.22	-	9,365.22
6351	233,105.23	207,463.65	-	207,463.65
6388	30,897.50	9,238.35	-	9,238.35
				$1,403,214.48

*The above figures include Construction Engineering and Contingencies.

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: Feb. 21, 1964

SECTION: Blalock - Arlington

SECTION PREFIX: 611-1053

HIGHWAY: Columbia River

COUNTY: Gilliam

NAME OF JOB: Blalock - Arlington

KIND OF WORK: Grading

CONTRACTOR: Peter Kiewit & Sons' Co.

CONTRACT NUMBER: 6209

FEDERAL AID PROJECT NUMBER: I 80N-4 (9)130

DATE OF CONTRACT: Janurary 8, 1963

DATE WORK STARTED: Janurary 2, 1963

ESTIMATED COMPLETION DATE: November 14,1963

SPECIFIED XXXXXX Specifiedcompletion date Oct. 31, 1963

XXXXXXXXXXX x 9 days Liquid Damages

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: none SUPERVISION: none

PERCENT OF TIME ELAPSED: 104.3

PROJECT AUTHORIZATION: $ 4,345,932.38

ENGINEERING AUTHORIZATION: $ 309,044.08

EXCLUSIVE OF ENGINEERING: $ 4,036,888.30

ENGINEERING COST TO DATE: $ 149,500.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,694,676.25

PERCENT OF AUTHORIZATION: 48.4 %

ESTIMATED PERCENT: XXXXXX UNDERRUN 11.5 %

DATE PROJECT WAS COMPLETED: 11-14-63

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Fencing
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.48	2.0		0.64	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.48	2.0		0.64	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,065,000	8950 c.y.	none	61 T	none
TOTAL QUANTITIES CORRECTED TO DATE	3,896,582	8483 c.y.		55 T	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,896,582	8483 c.y.		55 T	
AVERAGE DAILY QUANTITIES	-	-			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-		-	
NUMBER OF SHIFTS PER DAY	-	-		-	
HOURS PER SHIFT	-	-		-	

EQUIPMENT USED DURING THE WEEK: none

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Windy		
TUESDAY	Windy		
WEDNESDAY	Windy		
THURSDAY	Fair		
FRIDAY	Fair		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-Final Estimate was handed in to the Division Office on February 19, 1963.

This is the last Weekly Report on this project.

SIGNED E. E. McKinney

ADDRESS P.O.Box 755 Hermiston

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

OREGON STATE HIGHWAY COMMISSION

3-17-64

Referring to U.S. Army Engineer's Agreement Nos. DA-45-164-CIVENG-61-193 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows the balance of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5[illegible]55 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, [illegible]
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange and E. Unit,
Heppner Jct.-[illegible]
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6391 ----- Blalock-Arlington, Stone Base and Oil

Cont. No.	Total Amount of Work Performed to 1-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	37[illegible],200.00	$ 35,000.00	$ 35,000.00	$ -
5[illegible]55	1,3[illegible],[illegible]00.00	37[illegible],[illegible]43.00	2[illegible],[illegible]60.00	1[illegible]3,883.00
6014	[illegible],530,[illegible]04.82	1,5[illegible],[illegible]8.1[illegible]	1,416,[illegible]54.[illegible]7	1[illegible],[illegible]73.[illegible]
6209	3,3[illegible]3,013.76	3,917,17[illegible].60	3,[illegible],333.41	[illegible]27,334.1[illegible]
6219	1,229,562.61	1,[illegible]29,562.61	1,062,30[illegible].40	167,190.[illegible]1
6292	397,068.[illegible]6	3[illegible]8,[illegible]24.00	-	[illegible]8,[illegible].00
6314	-	-	-	-
6349	1[illegible]1,476.60	4,[illegible]59.0[illegible]	-	4,[illegible].0
6391	151,971.78	135,[illegible]54.88	-	13[illegible],[illegible]
				$1,[illegible]07,469.[illegible]2

* The above figures include Construction Engineering and Contingencies.

RECEIVED
JAN 29 1964
FOR FILING

I (N-414)1

6209

January 29, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed November 14, 1963 on Contract No. 6209. The contract was with Peter Kiewit Sons' Company and was for grading on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This matter will appear on the agenda for the Highway Commission meeting on January 30.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

OREGON STATE HIGHWAY COMMISSION

1 / 64

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	Irrigon-Umatilla Section
Contract No. 5955	Boardman Jct.-Irrigon Section
Contract No. 6014	John Day River Bridge
Contract No. 6209	Blalock-Arlington, G
Contract No. 6219	Arlington Viaduct
Contract No. 6292	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	Heppner Jct. Interchange Structure
Contract No. 6349	E. Unit, Arlington-Heppner Jct.
Contract No. 6351	Blalock-Arlington, Stone Base & Oil

Cont. No.	Total Amount of Work Performed to 1-5-64*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,793,045.83	3,489,602.14	3,289,338.41	200,263.73
6219	1,201,132.61	1,201,132.61	1,062,382.40	138,750.21
6292	201,278.81	191,959.60	-	191,959.60
6314	-	-	-	-
6349	69,459.40	2,788.38	-	2,788.38
6351	56,495.00	50,280.55	-	50,280.55
				$ 877,699.32

* The above figures include Construction Engineering and Contingencies.

RECEIVED
DEC 16 1963

FOR FILING

[illegible]

6209

December 13, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 3
December 18, 1963 Meeting

Gentlemen:

We have received a request for a time extension from Peter Kiewit Sons' Company, contractor on the Blalock-Arlington grading project on the Columbia River Highway in Gilliam County. This project, Contract No. 6209, had a specified completion date of October 31, 1963, but was not completed until November 14, 1963.

The contractor states that the need for resloping a number of cut slopes near the west end of the project delayed the work, but our records show that it was the contractor's slow finishing work which caused the delay.

We recommend that no time extension be granted on this project. The Bureau of Public Roads concurs in this recommendation.

This matter will be presented to you at the December 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp bbc

RECEIVED
JAN 15 1964
FOR FILING

(Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays #3
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 29, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 31, 1963 days to 11-13-63 days, within which to complete our Contract No. 6209, without the assessment of liquidated damages. The said contract is described as follows:

Blalock - Arlington

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: In the area of station 1150 an unstable talus condition was encountered which was beyond the designed backslope of the roadway cut. This required the removal of 79,000 cy of additional excavation and considerably delayed the prosecution of the normal work in this area until its completion. This material was all moved several times by bulldozing in order to get it within reach of the shovel operation.

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By Edward C. Lynch
Edward C. Lynch

[redacted] HIGHWAY COMMISSION
DATE Dec 18, 1963 denied request
Floyd Query
Secretary

CONSENT OF SURETY

Date October 30, 1963

We, THE ÆTNA CASUALTY AND SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. B. Gibbs
J. B. Gibbs Attorney-in-fact

(SEAL)

Paul R. [illegible]
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6209 Contractor Peter Kiewit Sons' Co.

Highway Columbia River

Section Blalock- Arlington

Kind of Work Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

No provisions in contract specifications for granting increase in work time.

Recommended for Approval:

H. S. Coulter
Division Engineer

H. L. Klecker
Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 6209

Project designation I-80N-4(9) 130
State-Federal

Date awarded Jan. 8, 1963

Work started Jan. 2,1963

Per cent completed 99% 10/31/1963
Date

No. of Workdays Allowed (210)
Specified date 10/31/63

No. of Workdays Used 210

No. of Added Workdays Requested 9

December 9, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Time Extension
Blalock-Arlington Section
Columbia River Highway
Project No. I-80N-4(9)130

Dear Sir:

We have received a request from Peter Kiewit Sons' Company, contractor on this grading project, for a time extension of nine workdays, or until November 14, 1963. The contractor cites the extra resloping of the cuts near Station 1150 to justify the requested increase.

The resloping work required one or two dozers at a time, and at no time did the resloping work delay the main grading operation. The cause of the time overrun was the fact that the contractor did not finish his grade as he went along. When he did come back to finish, the rock in both cuts and fills made this a very slow and very expensive operation. As long as the contractor worked on the main grading portion of the work, he ran ahead of schedule but fell behind in the finishing operation.

This project was set up with a specified completion date of October 31, 1963, and the only reason allowed in the specs for a time extension was strikes or the result of strikes. There were no strikes which affected this job.

We recommend no time extension on this project. Your concurrence in this recommendation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp: ajw

FORM E-30 50M 8-63 49807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1963

SUBJECT: Time Extension
Blalock-Arlington Section
Columbia River Highway
Contract No. 6209

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached find request from Peter Kiewit Sons' Company, contractor on the subject grading project, for a time extension of 9 work days or until November 14, 1963, the date all work was completed. The contractor cites the extra work of bulldozing some 79,000 cubic yards of material beyond the originally designed backslopes in the vicinity of Station 1150.

This bulldozing was done on a Force Account basis under which $2,616.54 was allowed the contractor. It was done concurrent with other operations and at no time caused delay of the main grading operations. It cannot be considered as a valid reason for an extension of time on this project.

A changed section on the westerly end of the project resulted in some 132,000 cubic yards being left in the designed roadbed prism plus some 25,000 cubic yards in the so-called "Moat Section."

An overall picture of quantities is as follows:

Bid Item	Price	Plan Net Quantity	Bid Quantity	Present Est. Quantity'
Emb. Fd. Exc.	0.40	188,580	207,500	240,500
Gen. Exc., Loc. A	0.76	1,809,210	1,990,200	1,796,900
Gen. Exc.	0.82	1,697,533	1,867,500	1,754,700
Totals		3,695,323	4,065,200	3,792,100

This tabulation shows the final quantities to conform closely with Plan Net Quantities. No overrun of quantities appears to justify any extension of time.

On this project, while the quantities were moved expeditiously, the finishing was not kept apace. The project ran ahead of schedule on the main grading operation, and fell behind on finishing. This factor is the reason for the overrun in time.

This project was set up with a specified completion date of October 31, 1963. Strikes, or the result of strikes was specified as the only reason for granting an extension of time. There were no strikes which affected this job.

We recommend that no time extension be allowed on this project which was completed on November 14, 1963. The Bureau of Public Roads verbally concurs in this recommendation.

Rough drafts to the Bureau and the Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
Enc.
cc L. H. Young

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 --------- Irrigon-Umatilla Section
Contract No. 5955 --------- Boardman Jct.-Irrigon Section
Contract No. 6014 --------- John Day River Bridge
Contract No. 6209 --------- Blalock-Arlington
Contract No. 6219 --------- Arlington Viaduct
Contract No. 6292 --------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 --------- Heppner Jct. Interchange Structure

Cont. No.	Total Amount of Work Performed to 12-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,779,940.00	3,477,544.80	2,945,202.23	532,342.57
6219	1,183,832.61	1,183,832.61	583,224.42	600,608.19
6292	42,682.92	40,706.70	-	40,706.70
6314	-	-	-	-
				$1,467,314.31

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	---------	Irrigon-Umatilla Section
Contract No. 5955	---------	Boardman Jct.-Irrigon Section
Contract No. 6014	---------	John Day River Bridge
Contract No. 6209	---------	Blalock-Arlington
Contract No. 6219	---------	Arlington Viaduct
Contract No. 6292	---------	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	---------	Heppner Jct. Interchange Structure

Cont. No.	Total Amount of Work Performed to 11-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,527,443.81	1,583,599.01	1,416,954.27	166,644.74
6209	3,699,908.44	3,403,915.73	2,945,202.23	458,713.50
6219	1,118,666.53	1,118,666.53	583,224.42	535,442.11
6292	-	-	-	-
6314	-	-	-	-
				$1,284,683.35

* The above figures include Construction Engineering and Contingencies.

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NOV 5 1963

FOR FILING

November 4, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Blalock-Arlington Section
Columbia River Highway
Gilliam County
State Contract No. 6209
DA-45-164-CIVENG-61-103

Dear Sir:

Herewith two copies of Supplemental to Extra Work No. 5 to reimburse the contractor for additional scaling occasioned by sloughing and sliding of the unsuitable rock above the 30-foot fallout area.

It is requested that one copy of this order, showing approval by the Corps of Engineers, be returned to the Office Engineering Division for record.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	————	Irrigon-Umatilla Section
Contract No. 5955	————	Boardman Jct.-Irrigon Section
Contract No. 6014	————	John Day River Bridge
Contract No. 6209	————	Blalock-Arlington
Contract No. 6219	————	Arlington Viaduct
Contract No. 6292	————	Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	————	Heppner Jct. Interchange Str.

Cont. No.	Total Amount of Work Performed to 10-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,527,443.81	1,583,599.01	1,416,954.27	166,644.74
6209	3,609,419.00	3,320,665.48	2,945,202.23	375,463.25
6219	949,138.31	949,138.31	583,224.42	365,913.89
6292	-	-	-	-
6314	-	-	-	-
				$1,031,904.88

* The above figures include Construction Engineering and Contingencies.

RECEIVED
SEP 27 1963
FOR FILING

September 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your information are copies of Order for Extra Work No. 5 covering reimbursement to contractor (as a claim) for work previously done on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County, Contract No. 6209 in connection with Federal-Aid Project Number I-80N-4(9)130. Informational copies requested by the B.P.R.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb
Enc.

OREGON STATE HIGHWAY COMMISSION

9-17-63

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Str.

Cont. No.	Total Amount of Work Performed to 9-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,507,781.56	1,571,965.44	1,272,928.55	299,036.89
6209	3,398,530.03	3,126,647.60	1,570,096.24	1,556,551.36
6219	841,712.66	841,712.66	281,955.18	559,757.48
6292	-	-	-	-
6314	-	-	-	-
				$2,542,884.73

* The above figures include Construction Engineering and Contingencies.

8 12-63

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840	———	Irrigon-Umatilla Section
Contract 5955	———	Boardman Jct.-Irrigon Section
Contract 6014	———	John Day River Bridge
Contract 6209	———	Blalock-Arlington
Contract 6219	———	Arlington Viaduct
Contract 6292	———	Heppner Jct. Interch. & N. Unit, Heppner Jct.-Rhea

Cont. No.	Total Amount of Work Performed to 8-5-63	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,497,281.56	1,565,978.34	1,272,928.55	293,049.79
6209	3,067,896.33	2,822,464.60	1,570,096.24	1,252,368.36
6219	606,875.26	606,875.26	281,955.18	324,920.08
6292	-	-	-	-
				$1,997,877.23

RECEIVED
JUL 24 1963

FOR FILING

477 Cottage Street N.E.
Salem, Oregon

July 22, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project I-80N-4(9)130
Blalock-Arlington Section
Columbia River Highway
Order for State Force Work No. 1
Seeding and Mulching

Reference is made to your letter dated July 16, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order, and his estimate was $28,515.

2. The State has trained men and specialized equipment to perform the work most economically, and your estimate is $15,930.

Reimbursement will be made on an actual cost basis.

RECEIVED
JUL 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attach.
7-24-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 22 1963

FOR FILING

[illegible]
~~NPWEN-RE~~
6219

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

5-W

17 July 1963

Re: Contract No. DA-45-164-CIVENG-61-103
Oregon State Highway Department
Agreement, John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Center & Capitol Streets
Salem 10, Oregon

Dear Mr. Cooper:

Reference is made to your letter dated 8 July 1963 concerning a request for a borrow area near Blalock, Oregon.

We are inclosing a map that shows a defined area with right-of-access outlined in red that you can use as a gravel borrow source for your Blalock-Arlington surfacing contract. We reserve the right to continue operation of a wave-gaging station as indicated in red on the drawing.

Sincerely yours,

A. W. Welch
A. W. WELCH
Authorized Representative of the
Contracting Officer

1 Incl
Map

[illegible]

RECEIVED
JUL 19 [illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD P. SHAW

original to Barber
with map
7-22-63

RECEIVED
JUL 17 1963
FOR FILING

6229

July 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 238, covering seeding and mulching on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County, Contract No. 6229, in connection with Federal Aid Project No. I-80N-4(9)130.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. He was given an opportunity to do it as an extra work item. His price was $20,515. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $15,930, with Federal participation of $14,337.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:lt
Enc.

[illegible]

7-11-63

[illegible] U. S. Army Engineer's Agreements Nos. [illegible] and [illegible]-CIVENG-61-165 [illegible] of U. S. Routes 30 and 730 [illegible]. The following tabulation [illegible] of the "Unbilled Accrued Costs" [illegible] that have been awarded by the Oregon State Highway Commission.

Contract [illegible] ——— Irrigon-Umatilla Section
Contract [illegible] ——— Boardman Jct.-Irrigon Section
Contract [illegible] ——— John Day River Bridge
Contract [illegible] ——— Blalock-Arlington
Contract [illegible] ——— Arlington Viaduct
Contract 6292 ——— Heppner Jct. Interch. & W. Unit, Heppner Jct.-Rhea

Cont. No.	Total Costs of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ [illegible]	$ 35,000.00	$ 35,000.00	$ -
5955	[illegible]	372,843.00	245,304.00	127,539.00
6014	[illegible]	1,551,423.63	1,272,923.55	278,500.08
6209	[illegible]	2,483,202.82	1,570,096.24	913,106.58
6219	417,142.42	417,142.42	281,955.18	135,187.24
6292	-	-	-	-
				$1,454,332.90

RECEIVED
JUL 18 1963

FORM 2-30X—50M—10-62 46823

FOR FILING

I-80N-4(9)1

6219

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1963

SUBJECT: Blalock-Arlington Section

To: MEMO TO THE FILES

On July 8, 1963, I discussed with Gordon Brooks the Bureau's interpretation of the State's specification concerning the construction of embankments. It was agreed that practicality must enter into the interpretation and that the specified 2 foot left did not prohibit the placing of occasional rocks larger than 2 feet if they were isolated and the fill placed around them in such a manner as to fill all the voids.

I have been advised by the field that this is the method being used.

On this basis, Scott Coulter was requested to contact the Corps and attempt to get their concurrence in the method of operation.

J F Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:bjh

cc: L. P. Shaw ✓
A. W. Parsons
A. F. Parson
J. S. Sawyer
C. C. McKinney

RECEIVED
JUL 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

6-12-63

([illegible] CONTRACTS)

Referring to U. S. Army Engineer's Agreements Nos. DA-45-1[illegible]-CIVENG-[illegible] and DA-45-[illegible]-CIVENG-[illegible]-365 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the unbilled accrued costs on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ———— Irrigon-Umatilla Section
Contract 5955 ———— Boardman Jct.-Irrigon Section
Contract 6014 ———— John Day River Bridge
Contract 6209 ———— Blalock-Arlington
Contract 6219 ———— Arlington Viaduct

Cont. No.	Total Amount of Work Performed to 6-5-63	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,229,600.00	372,843.00	245,304.00	127,539.00
6014	2,459,408.81	1,544,549.45	1,272,928.55	271,620.90
6209	2,419,747.13	2,226,167.33	1,059,816.48	1,166,350.85
6219	313,004.82	313,004.82	-	313,004.82
				$1,878,515.57

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-[illegible] regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge
Contract 6209 ——— Blalock-Arlington
Contract 6219 ——— Arlington Viaduct

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,433,654.65	1,529,867.83	678,529.01	851,338.82
6209	1,949,346.73	1,793,398.96	-	1,793,398.96
6219	215,350.82	215,350.82	-	215,350.82
				$2,987,627.60

RECEIVED
MAY 2 - 1963
FOR FILING

May 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering pop-out slides and blow sand in rock cut slopes on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County, Contract No. 6209 in connection with Federal-Aid Project No. I-80N-4(9)130.

This work is necessary to stablize rock cut slopes. Fissures of unstable material developed after normal work was completed.

This work was verbally recommended for approval by the BPR Area Engineer April 29, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
MAY 2 - 1963
FOR FILING

I- N-4(9)1[illegible]

6209

May 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-supplemental covering overrun of State's share of flagging on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County, Contract No. 6209 in connection with Federal-Aid Project No. I-80N-4(9)130.

This additional State's share of flagging was verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

[illegible]

[illegible]

Referring to U. S. [illegible] [illegible]-[illegible]-[illegible] regarding the [illegible] around the John [illegible] shows an outlay [illegible] on contracts [illegible] by the Oregon State Highway Department.

Contract [illegible] ——— [illegible]
Contract [illegible] ——— [illegible]
Contract [illegible] ——— [illegible]
Contract [illegible] ——— [illegible]
Contract [illegible] ——— [illegible]

Cont. No.	Total Amount of Work Performed to Date	U. S. Army [illegible]	[illegible]	[illegible]
[illegible]	$ 379,220.00	$ [illegible]	$ 35,[illegible]	-
[illegible]	1,029,600.00	[illegible]	[illegible]	[illegible]
[illegible]	2,351,014.65	[illegible]	670,[illegible].21	[illegible]
[illegible]	1,313,724.90	[illegible].91	-	[illegible]
[illegible]	115,260.00	115,[illegible].00	-	[illegible]
				[illegible]

RECEIVED
APR 11 1963

FOR FILING

I 80N-4(9)130

6209

Salem, Oregon
April 10, 1963

G. C. McKinney
Resident Highway Engineer

Segregation of Quantities
Blalock-Arlington Section
Columbia River Highway
Gilliam County
Contract No. 6209

Reference is made to your Estimate on the subject contract.

It is essential that quantities in an estimate be segregated according to the Summary Sheet of the project plans so current progress collections can be made from the BPR. It is particularly important that we have the segregation on this project.

Note on Sheet 26 of the plans that the following segregations are made:

Station 1142+00 - 1298+50 - U.S. Army Engineers
Station 1298+50 - 1427+50 - Project I-80N-4(9)130
FA Section
Station 1427+50 - 1540+00 - U.S. Army Engineers

It will be necessary to show quantities moved or placed in each of the above sections so proper charges for collections can be made to the Army Engineers and the Bureau of Public Roads.

On your next estimate a summary of quantities previously estimated is sufficient, but required. The two sections by the Army Engineers can be shown together making two breakdowns, i.e., U. S. Army and Project I-80N-4(9)130.

D. B. Parker
Contract Payments Engineer

DBP:lt

cc: A. F. [illegible]

RECEIVED
MAR 1 9 1963
FOR FILING

March 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the flooring of the 120-inch pipe invert at Station 1373+40 on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County, Contract No. 6209, in connection with Federal-Aid Project No. I-80N-4(9)130.

The pipe was provided as a stock and equipment pass, but no provision made for flooring or paving. The flooring is necessary to make it useable.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

3-14-63

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-143 and DA-45-164-CIVENG-61-245 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5640 ----------Irrigon-Umatilla Section
Contract 5955 ----------Boardman Jct.-Irrigon Section
Contract 6014 ----------John Day River Bridge
Contract 6209 ----------Blalock-Arlington
Contract 6219 ----------Arlington Viaduct

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5640	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,334,348.00	372,843.00	245,304.00	127,539.00
6014	2,157,260.79	1,374,143.51	678,529.01	695,614.50
6209	691,252.61	635,952.40	-	635,952.40
6219	-	-	-	-
				$1,459,105.90

This report includes work performed to March 5, 1963.

RECEIVED
JAN 25 1963
FOR FILING

I-80N-4(9)130

6209

January 23, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the State's share of flagging costs on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County, Contract No. 6209, in connection with Federal-Aid Project No. I-80N-4(9)130.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
JAN 23 1963
FOR FILING

January 22, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering directional signing on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County, Contract No. 6209, in connection with Federal-Aid Project No. I-80N-4(9)130.

This work is necessary for the direction and guidance of traffic during construction. It will consist of placing and removing State-furnished signs and will not include warning signs, lights and barricades normally required of the contractor for the protection of traffic and workmen.

This was an anticipated item in the contract and has been verbally approved by the BPR District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DEP:mab
Encs.

RECEIVED
JAN 14 1963
FOR FILING

6209

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer January 8, 1963
Salem, Oregon
Attention: Mr. L. H. Young, Office Engineer

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-4(9)130
Blalock-Arlington Section
Columbia River Highway

As requested in Mr. Young's letter of today advising that all rights-of-entry have been acquired for the above project except for the one parcel mentioned, and in consideration of wired concurrence from the Corps of Engineers, we hereby concur as of this date in award of Contract No. 6209 to Peter Kiewit Sons Company of Omaha, Nebraska, low bidder in the amount of $3,845,551 at the December 18, 1962 bid opening.

Concurrence in award of contract is based upon the finding of fact contained in our December 19, 1962 memorandum that it is in the public interest to proceed with award as provided in paragraph 9e of PPM 21-6.3, and with the understanding that permission to enter upon the Bureau of Land Management property will not be immediately available, as noted in Mr. Porter's December 14 letter to prospective bidders.

original To Young
1-14-63

NOTED
LLOYD P. SHAW

RECEIVED
JAN 14 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

January 8, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. L. H. Young, Office Engineer

6209

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-4(9)130
Blalock-Arlington Section
Columbia River Highway

As requested in Mr. Young's letter of today advising that all rights-of-entry have been acquired for the above project except for the one parcel mentioned, and in consideration of wired concurrence from the Corps of Engineers, we hereby concur as of this date in award of Contract No. 6209 to Peter Kiewit Sons Company of Omaha, Nebraska, low bidder in the amount of $3,845,551 at the December 18, 1962 bid opening.

Concurrence in award of contract is based upon the finding of fact contained in our December 19, 1962 memorandum that it is in the public interest to proceed with award as provided in paragraph 9e of PPM 21-6.3, and with the understanding that permission to enter upon the Bureau of Land Management property will not be immediately available, as noted in Mr. Porter's December 14 letter to prospective bidders.

original To Young
1-14-63

NOTED
LLOYD P. SHAW

RECEIVED
JAN 1 6 1963
FOR FILING

6209

January 8, 1963

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Wn.

Gentlemen:

The State Highway Commission on December 20, 1962, accepted your proposal for grading on the Blalock-Arlington Section of relocated Columbia River Highway in Gilliam County for the sum of $3,845,551.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6209. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha 31, Nebraska

Pacific Builder & Engineer, Inc., Seattle
Lowell Richards, Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Oregon Portland Cement Company
111 S. E. Madison
Portland 14, Oregon

Mr. Frank Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)

NOTE
Mc C.

fp

RECEIVED
JAN 9 1963

FOR FILING

I-80N-4(9)1

6209

January 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for Blalock-Arlington Section, 7.55 miles grading in Gilliam County, Project I-80N-4(9)130 to Peter Kiewit Sons Co., Vancouver, Washington, on the basis of the bid of $3,845,551.00 submitted on December 18, 1962.

All rights of entry required for this contract are acquired, except for one through BLM land (File 35004) involved in a power withdrawal and regarding which you have advised that it would not be in the public interest to delay the project. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

You have previously been furnished a copy of the telegram from the U. S. Army Engineers in which they concurred in the award of this contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

LMY:mmb

cc: Lloyd Shaw
File

9

RECEIVED
JAN 2 1963

FOR FILING

I-80N-4(9)1[illegible]
503-585-4909
6309

REFERRED TO Young
FOR
R. L. PORTER

503 585-4909
DE 509 525-4995 WALLA WALLA, WASH 31 DEC 62 204PM

TO OREGON STATE HIGHWAY DEPT., SALEM, OREGON
ATTN/ MR FORREST COOPER

FROM NPWSU-PR 1514

1. APPROVAL GRANTED TO AWARD CONTRACT FOR BLALOCK-ARLINGTON SECTION OF RELOCATION OF COLUMBIA RIVER HIGHWAY TO PETER KIEWIT SONS CO., IN THE AMOUNT OF $4,345,932.00. CORPS OF ENGINEERS OBLIGATION IS $3,981,877.00.

2. FUNDS FOR PAYMENTS WILL BE MADE AVAILABLE AS NEEDED. SINCE OBLIGATIONS UNDER CONTRACT DA-45-164-CIVENG-61-103 ARE FUNDED BY FISCAL YEAR REQUEST YOU FURNISH ESTIMATE OF ANTICIPATED EARNINGS UNDER AGREEMENT THROUGH 30 JUNE 1963.

3. DO NOT CONCUR THAT CLAIMS BY CONTRACTOR IF PUBLIC LANDS NOT AVAILABLE IS OBLIGATION OF CORPS OF ENGINEERS.

ACTING DISTRICT ENGINEER,
US ARMY ENGINEER DISTRICT WALLA WALLA

31/2215Z DEC 62

SENT ONE MSG PLS ACK

MSG REC END SW
T

original To Young
12-31-62

RECEIVED
DEC 27 1962
FOR FILE

December 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for Blalock-Arlington Section, 7.55 miles grading in Gilliam County, Project I-80N-4(9)130 to Peter Kiewit Sons Co., Vancouver, Washington, on the basis of the bid of $3,845,551.00 submitted on December 18, 1962.

All rights of entry required for this contract are acquired, except for one through BLM land (File 35004) involved in a power withdrawal and regarding which you have advised that it would not be in the public interest to delay the project. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

It is understood your concurrence in award is based on similar action by the Corps of Engineers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: R. L. Porter

LHY:mmb

RECEIVED
DEC 27 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I 80N 4(9)1

5259

December 26, 1962

District Engineer
Corps of Engineers
Building 602
City-County Airport
Walla Walla, Washington

Dear Sir:

Re: Contract DA-45-164-CIVENG-61-103

In reply to your letter of December 13, 1962, in which you request that we include the paving of the Arlington area on which you propose to contract the grading with the paving of the Blalock-Arlington Section.

This is to inform you that we would be most happy to comply with your request and will intend to call for the paving work from Blalock to Station 1665+23, including to ramps at the Arlington Interchange.

We will expect to call for bids on this work in September of 1963 with completion in the early fall of 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

D. J. Barbee

NOTED
R. L. PORTER

D. J. Barbee
Asst. Construction Engineer

DJB:jd
CC: R. L. Porter
L. H. Young

RECEIVED
DEC 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RE

13 December 1962

Re: Contract No. DA-45-164-CIVENG-61-103

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Your department is currently advertising a contract for the grading of Interstate Highway 80N between Blalock and Arlington, Oregon, and proposes to advertise the paving of this section for construction between 1 November 1963 and 15 August 1964. We propose to advertise the grading in the Arlington area in May 1963, with completion scheduled for May 1964 and paving to be completed in the summer of 1964.

As these two sections of highway will be placed in use concurrently, problems of coordination can be eliminated if all the paving could be included in the contract which you are contemplating. I therefore request that all paving on Highway I80N between the area of the Blalock interchange and Station 1665+23, including the Arlington interchange ramps, be added to Exhibit "C" of the above-referenced contract and be included in the contract you are anticipating.

Your concurrence or comments will be appreciated.

Sincerely yours,

J H Beddow
J. H. BEDDOW
Colonel, CE
Contracting Officer

NOTED
R. L. PORTER

RECEIVED
DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 17 1962
OREGON
STATE HIGHWAY COMMISSION

December 20, 1962

District Engineer
Corps of Engineers
Building 602
City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to the Blalock-Arlington Section of the relocation of the Columbia River Highway on the John Day Lock and Dam project.

Bids were received and read on 16 December 1962 in accordance with the Oregon State Highway Department procedures. The low bidder, Peter Kiewit Sons' Company, is a qualified contractor and the estimate submitted is consistent with the engineer's estimate.

Enclosed is a tabulation of contract bid quantities extended by the low bid unit amounts. Also enclosed is a tabulation of Oregon State Highway Department obligation quantities and extended prices.

Under the terms of Contract No. DA-45-164-CIVENG-61-103 costs for this work, using the contract bid prices, are to be allocated as follows:

Total Contract Incl. Engineering & Contingencies		$4,345,932
Oregon State Highway Dept. Obligations		
Sta. 1398+50-1427+50 Eastbound Only	$283,756	
Woelpern Ranch Interchange	32,813	
Subtotal	$316,569	
Ref. Art. 5.d 10%	31,657	
Ref. Art. 5.c.9 5%	15,829	
Total Oregon State Hwy. Dept. Obligation		$ 364,055
Total Corps of Engineers Obligation		$3,981,877

We have made application to the Bureau of Land Management for right of way through public lands on this section, but have been informed that this area is in a federal power withdrawal area and would have to be approved by the Federal Power Commission. Due to this condition, we have informed our contractor that there might be a 90 day delay before he can get on the public land area. The project was bid with this stipulation.

Under the terms of Contract No. DA-45-164-CIVENG-61-103, the cost to the State Highway Commission is determined by agreed quantities extended by the low bidder's unit prices with an additional 10% and 5% of the above costs. In this case it would be our opinion that any justified claims made by the contractor in case the public lands area is not available to him in 90 days stated, would be the obligation of the Corps of Engineers.

The State Highway Department has taken all steps possible to secure this property including a request to our Congressional Representative to assist us in this effort.

I would request any assistance that you might be able to give in this matter, and I would also request your approval of the above allocation of cost and approval of the awarding of this contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Asst. State Highway Engineer

DJB:jd
Enclosure

cc: A. W. Parsons--BPR
L. H. Young
F. D. Morgan

Summary of Construction
Quantities & Costs, Total Project

HIGHWAY 80N LOCATION
BLALOCK-ARLINGTON

Sta. 1142 - 1407+88 Bk. =
1407+16 Ah - 1540

Item	Unit	Quantity	Unit Price	Estimate
1. Clearing and Grubbing	Lump Sum	100%	$	$ 53,000
2. Drainage Excavation, Unclassified	Cu. Yd.	5,660	5.00	28,300
3. Embankment Foundation Excavation, Unclassified	Cu. Yd.	207,500	0.40	83,000
4. General Excavation, Location "A", Unclassified	Cu. Yd.	1,990,200	0.76	1,512,552
5. General Excavation, Location "B", Unclassified	Cu. Yd.	1,867,500	0.82	1,531,350
6. Extra for Selected Subgrade Material	Cu. Yd.	153,000	0.06	9,180
7. Extra for Selected Topsoil Material	Cu. Yd.	64,800	0.50	32,400
8. Short Overhaul	Yd. Sta.	17,007,400	0.005	85,037
9. Long Overhaul	C-yd. Sta.	305,400	0.40	122,160
10. Finishing Roadbed and Slopes	Mile	7.55	2,500.00	18,875
11. Rounding Cutbanks	Lin. Ft.	20,900	0.15	3,135
12. 12-inch Corrugated Steel Pipe, Nested Type, Uncoated	Lin. Ft.	400	4.00	1,600
13. 15-inch Corrugated Steel Pipe, Uncoated	Lin. Ft.	1,570	3.50	5,495
14. 18-inch Corrugated Steel Pipe, Uncoated	Lin. Ft.	1,650	4.00	6,600
15. 24-inch Corrugated Steel Pipe, Uncoated	Lin. Ft.	1,180	6.00	7,080
16. 36-inch Corrugated Steel Pipe, Uncoated	Lin. Ft.	970	11.00	10,670
17. 42-inch Corrugated Steel Pipe, Uncoated	Lin. Ft.	220	14.00	3,080
18. 48-inch Corrugated Steel Pipe, Uncoated	Lin. Ft.	250	17.00	4,250
19. 48-inch Corrugated Steel Pipe, Uncoated, 10 Gage	Lin. Ft.	240	21.00	5,040
20. 15-inch Culvert End Sections	Each	40	35.00	1,400
21. 18-inch Culvert End Sections	Each	24	45.00	1,080

HIGHWAY 80N LOCATION
BLALOCK-ARLINGTON
Summary of Construction Quantities
and Costs, Total Project

Item	Unit	Quantity	Unit Price	Estimate
22. 24-inch Culvert End Sections	Each	8	$ 60.00	$ 480
23. 36-inch Culvert End Sections	Each	6	135.00	810
24. 48-inch Culvert End Sections	Each	2	300.00	600
25. 120-inch Structural Plate Pipe	Lin. Ft.	260	55.00	14,300
26. 84-inch Structural Plate Pipe, Station 1165+20	Lump Sum	All Specified		70,000
27. 84-inch Structural Plate Pipe, Station 1369+50	Lump Sum	All Specified		40,000
28. 108-inch Structural Plate Pipe, Station 1501+43	Lump Sum	All Specified		50,000
29. 2-inch Galvanized Water Pipe, Conduit	Lin. Ft.	370	2.50	925
30. Concrete Inlets, Type "D"	Each	3	170.00	510
31. Class "A" Concrete	Cu. Yd.	200	85.00	17,000
32. Metal Reinforcement	Lb.	40,600	0.17	6,902
33. Type 2 Fence	Rod	5,300	7.20	38,160
34. Metal Guard Rail	Lin. Ft.	1,950	2.70	5,265
35. Rail End Pieces	Each	5	5.00	30
36. 20-foot Cattle Guard	Each	2	1,200.00	2,400
37. 28-foot Cattle Guard	Each	1	1,300.00	1,300
38. Gravel Blanket	Cu. Yd.	2,600	2.20	5,720
39. Coarse Crushed Material in Base	Cu. Yd.	7,850	3.20	25,120
40. 3/4"-0 Material in Base	Cu. Yd.	1,100	3.20	3,520
41. Sprinkling	M-gal.	23,800	1.00	23,800
42. Preparation of Base	Lump Sum	All Specified		1,800
43. 3/4"-0 Material in Binder Course	Cu. Yd.	80	5.50	440
44. Furnishing and Placing Aggregates	Cu. Yd.	490	6.50	3,185

HIGHWAY 80N LOCATION
BLALOCK-ARLINGTON
Summary of Construction Quantities
and Costs, Total Project

Item	Unit	Quantity	Unit Price	Estimate
22. 24-inch Culvert End Sections	Each	8	$ 60.00	$ 480
23. 36-inch Culvert End Sections	Each	6	135.00	810
24. 48-inch Culvert End Sections	Each	2	300.00	600
25. 120-inch Structural Plate Pipe	Lin. Ft.	260	55.00	14,300
26. 84-inch Structural Plate Pipe, Station 1165+20	Lump Sum	All Specified		70,000
27. 84-inch Structural Plate Pipe, Station 1369+50	Lump Sum	All Specified		40,000
28. 108-inch Structural Plate Pipe, Station 1501+43	Lump Sum	All Specified		50,000
29. 2-inch Galvanized Water Pipe, Conduit	Lin. Ft.	370	2.50	925
30. Concrete Inlets, Type "D"	Each	3	170.00	510
31. Class "A" Concrete	Cu. Yd.	200	85.00	17,000
32. Metal Reinforcement	Lb.	40,600	0.17	6,902
33. Type 2 Fence	Rod	5,300	7.20	38,160
34. Metal Guard Rail	Lin. Ft.	1,950	2.70	5,265
35. Rail End Pieces	Each	5	5.00	30
36. 20-foot Cattle Guard	Each	2	1,200.00	2,400
37. 28-foot Cattle Guard	Each	1	1,300.00	1,300
38. Gravel Blanket	Cu. Yd.	2,600	2.20	5,720
39. Coarse Crushed Material in Base	Cu. Yd.	7,850	3.20	25,120
40. 3/4"-0 Material in Base	Cu. Yd.	1,100	3.20	3,520
41. Sprinkling	M-gal.	23,800	1.00	23,800
42. Preparation of Base	Lump Sum	All Specified		1,800
43. 3/4"-0 Material in Binder Course	Cu. Yd.	80	5.50	440
44. Furnishing and Placing Aggregates	Cu. Yd.	490	6.50	3,185

Item	Unit	Quantity	Unit Price	Estimate
45. MC-250 Asphalt	Ton	12	$ 67.00	$ 804
46. 120-150 Asphalt	Ton	38	65.00	2,470
47. RS-1 Asphalt	Ton	11	66.00	726
48. Railroad Protective Costs	Lump Sum	All Specified		4,000

Subtotal	$3,845,551
Extra Work Items	
Flagging, State Share	$ 1,000
Seeding and Mulching	16,000
Temporary Signing	500
Subtotal	$3,863,051
Engineering and Contingencies 12-1/2%	482,881
TOTAL	$4,345,932

Summary of Construction
Quantities & Costs, OSHD

HIGHWAY 80N LOCATION
BLALOCK-ARLINGTON

Eastbound Lanes
Sta. 1298+50 to 1427+50

Item	Unit	Quantity	Unit Price	Estimate
1. Clearing and Grubbing	All	16.5%		$ 8,745
2. Drainage Excavation, Unclassified	Cu. Yd.	2,015	$ 5.00	10,075
4. General Excavation, Location "A" Unclassified	Cu. Yd.	256,300	0.76	194,788
6. Extra for Selected Subgrade Materials	Cu. Yd.	27,796	0.06	1,668
7. Extra for Selected Topsoil Materials	Cu. Yd.	56,200	0.50	28,100
8. Short Overhaul	Yd. Sta.	1,070,400	0.005	5,352
9. Long Overhaul	C-yd. Sta.	12,400	0.40	4,960
10. Finishing Roadbed & Slopes	Mile	1.23	2,500.00	3,075
13. 15-inch Corrugated Steel Pipe, Uncoated	Lin. Ft.	1,570	3.50	5,495
14. 18-inch Corrugated Steel Pipe, Uncoated	Lin. Ft.	111	4.00	444
15. 24-inch Corrugated Steel Pipe, Uncoated	Lin. Ft.	220	6.00	1,320
16. 36-inch Corrugated Steel Pipe, Uncoated	Lin. Ft.	110	11.00	1,210
20. 15-inch Culvert End Section	One	40	35.00	1,400
21. 18-inch Culvert End Section	One	1	45.00	45
22. 24-inch Culvert End Section	One	3	60.00	180
23. 36-inch Culvert End Section	One	1	135.00	135
25. 120-inch Structural Plate Pipe	Lin. Ft.	110	55.00	6,050
27. 84-inch Structural Plate Pipe	Lump Sum	21.94%		8,776
41. Sprinkling	M-gal.	2,053	1.00	2,053
Subtotal				$283,871
Extra Work Items				
Seeding and Mulching				1,600
Subtotal				285,471
Credit paid by Woelpern for change of pipe location $\frac{\$4,000}{238} = 16.80 \times 102'$				- 1,715
Subtotal				$283,756

HIGHWAY 80N RELOCATION
BLALOCK-ARLINGTON SECTION

Summary of Construction
Quantities & Costs, OSHD

Additional Quantities for
Woelpern Interchange

Item	Unit	Quantity	Unit Price	Estimate
2. Drainage Excavation, Unclassified	Cu. Yd.	105	$ 5.00	$ 525
5. General Excavation, Location "B", Unclassified	Cu. Yd.	7,170	0.82	5,879
6. Extra for Selected Subgrade Material	Cu. Yds.	304	0.06	18
14. 18-inch Corrugated Steel Pipe, Uncoated	Lin. Ft.	229	4.00	916
30. Concrete Inlets, Type D	Each	1	170.00	170
31. Class "A" Concrete	Cu. Yd.	200	85.00	17,000
32. Metal Reinforcement	Lb.	40,600	0.17	6,902
39. Coarse Crushed Material in Base	Cu. Yd.	330	3.20	1,056
40. 3/4"-0 Material in Base	Cu. Yd.	100	3.20	320
41. Sprinkling	M-gal.	27	1.00	27
Subtotal				$ 32,813

FOR FILE

477 Cottage Street, N.E.
Salem, Oregon

December 19, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

By:

A. W. Parsons, Division Engineer
08-35.8-0 Salem, Oregon

A. F. Bester
Acting Division Engineer

Oregon Project I-80N-4(9)130
Blalock-Arlington Section,
Columbia River Highway

The December 14, 1962 letter by Mr. Walter T. Wright advises that a preconstruction permit or right-of-entry for one right-of-way file on the subject project cannot be obtained in time to allow award of the contract on December 20.

Information furnished in Mr. Wright's letter is sufficient to support a finding of fact that it is in the public interest to proceed with award of contract as provided for in Para. 9e of PPM 21-6.3, with the understanding that permission to enter upon the Bureau of Land Management property will not be immediately available.

Our finding of public interest is based on the following facts:

1. The two lots affected embrace less than ten percent of the area for which the State has made application to the Bureau of Land Management.

2. Prospective bidders have been notified that the contractor will not be permitted to enter upon the property in question for a period not to exceed 90 days. Clearance is expected at an earlier date.

3. The District Engineer of the Corps of Engineers has emphasized that this project is vital to the orderly completion of the John Day Lock and Dam Project, and to the scheduled expenditure of the appropriations for that project.

4. The lands involved are unimproved and there are no problems of relocation of tenants.

5. The Portland office of the Geological Survey which investigates all applications involving Federal Power Site withdrawals has forwarded to the Federal Power Commission a report favoring the granting of the State's application.

LLOYD P. SHAW

NOTED
R. L. PORTER

RECEIVED
DEC 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
~~[illegible] attachments~~

12-21-62

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20 1962

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-80N-4(11)

62-7

December 14, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Right of Way Clearance
Blalock Arlington Project
Columbia River Highway

We have today determined that a preconstruction permit or Right of Entry to properties under the jurisdiction of the Bureau of Land Management and covered by our right of way file No. 35004 will not be forthcoming by the date of bid opening. We are informed by letter that the principal outstanding obstacle to obtaining the permit is a Federal Power Commission withdrawal affecting Lots 2 and 3, S. 32, T. 3 N., R. 20 E.

An inspection of our filing map reveals that these two lots embrace less than ten per cent of the area which we seek to acquire under our application. We are exerting every effort to clear the Federal Power Commission withdrawal. The Bureau of Land Management reports that they expect a determination within a short period of time.

Mr. Young, this afternoon, notified all holders of plans that the contractor would not be permitted to enter upon the Bureau of Land Management property for a period not to exceed ninety days after award of contract. We expect to clear the parcel sooner.

We request your concurrence in proceeding with acceptance of bids and award on the basis set forth above. Such a course of action seems greatly in the public interest. The District Engineer in Walla Walla stresses that this project is vital to the orderly completion of the John Day Lock and Dam Project, and to the scheduled expenditure of the appropriations for that project. The lands involved are low in value, unimproved, and no problems of relocation exist thereon. The

NOTED
[illegible]

Portland office of the Geological Survey which investigates all applications involving Federal Power Site withdrawals has forwarded to the Federal Power Commission a report favoring the granting of our application. The fact that such a small portion of the property embraced in our application is affected by the Power site withdrawal, in our opinion, further enhances our proposal.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:sm

cc Forrest Cooper
L. H. Young
G. H. Maison
L. I. Lindas

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DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1962
FOR FILING

I-80N-4 (9) 13
NPWEM-RK
6209

13 December 1962

Re: Contract No. DA-45-164-CIVENG-61-103

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Your department is currently advertising a contract for the grading of Interstate Highway 80N between Blalock and Arlington, Oregon, and proposes to advertise the paving of this section for construction between 1 November 1963 and 15 August 1964. We propose to advertise the grading in the Arlington area in May 1963, with completion scheduled for May 1964 and paving to be completed in the summer of 1964.

As these two sections of highway will be placed in use concurrently, problems of coordination can be eliminated if all the paving could be included in the contract which you are contemplating. I therefore request that all paving on Highway I80N between the area of the Blalock interchange and Station 1665+23, including the Arlington interchange ramps, be added to Exhibit "C" of the above-referenced contract and be included in the contract you are anticipating.

Your concurrence or comments will be appreciated.

Sincerely yours,

J. H. BEDDOW
Colonel, CE
Contracting Officer

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DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
on assign 213
12-17-62

NOTED
R. L. PORTER

RECEIVED
19 1962

FOR FILING
I-80N [illegible]
NPWEN-RE
6227

10 December 1962

Re: Contract No. DA-45-164-CIVENG-60-190

Mr. Harold B. Durrant, Resident Engineer
Union Pacific Railroad Company
The Dalles, Oregon

Dear Mr. Durrant:

Reference is made to your letter dated 28 November 1962, File A-2a, concerning the relocated railroad prism under the Highway I80N embankment at Blalock, Oregon.

At a meeting held 6 December 1962 in the Inspector's Office at the John Day Dam site your letter was reviewed by Messrs. Frank Morgan, Jay Barbee, and J. E. Sawyer of the Oregon State Highway Department, Mr. Hal Miller of this office, and yourself. It was agreed that the specifications for the proposed grading contract, Blalock to Arlington Section I80N 4(3)130, will be revised to include Exhibit "D" of the railroad agreement and instructions to the contractor that insurance will be purchased as required by this exhibit. After the contract is awarded, the Oregon State Highway Department will instruct the construction contractor to place excavated rock in all railroad prisms and notify the railroad to that effect. The Union Pacific Railroad will be reimbursed for their inspection in accordance with our agreement.

Two copies of the plans, bid specifications, standard specifications for Highway Construction (Issue of May 1, 1954), Lateral and Backwater Profiles, and Drill Logs BI-48 Sheet 9 of 9, and BI-49 Sheet 1 of 3, were hand-carried to you for this conference by Mr. Miller. This information, along with five rolls of cross sections (Highway Station 1143+00 to 1220+00) now being forwarded under separate cover, will show that no additional foundation excavation is required below elevation 190 and between Highway Stations 1154+75 and 1177+00 and Stations 1183+00 and 1200+00.

Mr. Forrest Cooper, State Hwy Engr, OSHD, Salem, Oregon

NOTED
LLOYD P. SHAW

10 December 1962

NPWEN-AI
Mr. Harold B. Durrant

Bids will be opened and award made by the Oregon State Highway Department on 18 December 1962; therefore, we request that you advise us which sheets of the advertised drawings must be signed by your Chief of Engineers to indicate approval of this contract.

Sincerely yours,

3 Incl (Und Sep Cov)
Cross Sections

E. C. FRANZEN
Chief, Engineering Division

Copy furnished:
Mr. R. M. Brown, Dist Engr, UPRR
Mr. Forrest Cooper, State Hwy Engr
OSHD, Salem, Ore.

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DEC 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 30 1962

FOR FILING
I-80N-4(9)130
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 26, 1962

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-80N-4(9)130
Blalock-Arlington Section
Columbia River Highway
Grading

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's November 21, 1962 letter except for one parcel on which negotiations are in progress with the expectation that this parcel will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Your November 21, 1962 letter on status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments not now included in the project estimate, also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

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NOV 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
11-29-62

NOTED
R. L. PORTER

RECEIVED
NOV 24 1962

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-8N-4(9)130

6207

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Blalock-Arlington
I-80N-4(9)130
DA-44-164-CIVENG-61-103

Dear Sir:

Herewith copy of a letter from the U.S. Corps of Engineers certifying that all right of way for the subject named project has been acquired and is available for construction.

The Army Engineers have been advised as to the requirements of PPM 21-4.4 relating to relocation assistance to displaced families and businesses. They have given assurance that in the acquisition of the right of way for this project the requirements have been met under their own procedures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L. H. Young
L. H. Young
Office Engineer

cc: Greg Moen
U.S. Army Engr.
Walla Walla, Wn.

R. L. Porter ✓
W. T. Wright
F. D. Morgan

NOT
R. L. P

NOV 23 1962

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWRE-AO
John Day Lock & Dam
Reloc. Contract No.
DA-45-164-CIVENG-61-103

21 November 1962

State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to Contract No. DA-45-164-CIVENG-61-103 concerning the relocation of Interstate Highway 80N occasioned by the John Day Lock and Dam Project.

In accordance with Article 2a of the referenced Contract, the Government is obligated to certify to the State that it has acquired, or has the right of possession to all rights of way necessary for work to be performed by the State. It is therefore certified that the Government has acquired, or has the right of possession to all tracts necessary for the construction of said highway from Station 1142 + 00 to Station 1540 + 00, Blalock to Arlington.

Sincerely yours,

John L. Batt.
JOHN L. BATT
Acting Chief, Real Estate Division

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1962
FOR FILING

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS
NPWEN-RE

21 November 1962

Re: Contract No. DA-45-164-CIVENG-61-103

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Reference is made to your letter of 20 November 1962, signed by Mr. G. S. Paxson, which transmitted the proposed contract plans and detailed estimates, with bid item numbers and gross quantities for the proposed advertisement of the contract "Grading Highway I80N, Blalock to Arlington, Oregon Section, John Day Project."

The quantities presented have been reviewed and discussed between members of our respective staffs. Based on these discussions Items 1, 26 and 27 have been revised, but the estimated monetary contribution of the Oregon State Highway Department remains at $355,242.

Subject to these variations and according to Article 5d of the contract on the following listed items are approved:

No.	Item	Unit	Quantity
1.	Clearing and grubbing	All	16½%
2.	Drain Excavation Uncl.	c.y.	2,120
4.	Gen. Exc. Loc. "A" Uncl.	c.y.	256,300
5.	Gen. Exc. Loc. "B" Uncl.	c.y.	7,170
6.	Extra for Selected Subgrade Materials	c.y.	28,100
7.	Extra for Selected Topsoil Material	c.y.	56,200
8.	Short Overhaul	Yd. Sta.	1,070,400
9.	Long Overhaul	C-Yd.Sta.	12,400
10.	Finish Rd. Bd. and Slopes	Mile	1.23
13.	15" Corr. Stl. Pipe Unctd.	Lin.Ft.	1,570
14.	18" " " " "	Lin.Ft.	340
15.	24" " " " "	Lin.Ft.	220
16.	36" " " " "	Lin.Ft.	110
20.	15" Culvert End Section	One	40
21.	18" " " "	One	1
22.	24" " " "	One	3

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NOV 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Copy - main Porter

NOTED
R. K. PORTER

No.	Item	Unit	Quantity
23.	36" Culvert End Section	One	1
25.	120" Structural Plate Pipe	Lin. Ft.	110
27.	84" Structural Plate Pipe	Lump Sum	21.94%
30.	Concrete Inlet, Type "D"	One	1
31.	Class "A" Concrete	c.y.	200
32.	Metal Reinforcement	Lb.	40,600
39.	Coarse Crushed Material In Base	c.y.	330
40.	3/4" -0 Mat'l. In Base	c.y.	100
41.	Sprinkling	M-gal.	2,080

The originals of the contract plans have been signed and will be given to Mr. Don Keyes. This letter will constitute approval to advertise the referenced work for construction bids.

Sincerely yours,

J H Beddow
J. H. BEDDOW
Colonel, CE
District Engineer

RECEIVED
NOV 23 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-80N-4(4)130

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 21, 1962

Mr. A. W. Parsons, Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

COPY

Dear Sir:

Right of Way Status
Blalock-Arlington Section
Columbia River Highway
Gilliam County

All rights of way or right of entry to this project have been obtained by the Corps of Engineers as a part of their contractual responsibility. Relocations, if any were required, have been performed by the same agency.

Pursuant to working agreements with the Corps, one parcel of land required for the project is being acquired by the State Highway Department; this being file No. 35004 - Bureau of Land Management. We expect to have a Permit of Entry under the normal administrative process of the Bureau of Land Management on or before the date of bid opening.

No improvements are situated upon the hillside and range land involved, and no delay in occupancy or use by the contractor is to be anticipated.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mm

cc Forrest Cooper
L. H. Young
L. I. Lindas

RECEIVED
NOV 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
NOV 21 1962
FOR FILING
I-80N [illegible]

November 20, 1962

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to the Blalock-Arlington Section of the relocation of Highway 80N on the John Day Lock and Dam Project.

Application is hereby made by the State Highway Department of the State of Oregon at Salem, Oregon for the approvay by the District Engineer, Corps of Engineers of plans and quantities for the reference section to be advertised for bidding.

Enclosed you will find the original drawings of the contract plans and detailed estimates for the project with a breakdown of the obligation for the Oregon State Highway Department. Under the terms of Contract NO. DA-45-164-61-103 costs for this work are to be allocated as follows:

Total Contract Incl. Engineering & Contingencies			$4,656,095
Oregon State Highway Department Obligation			
Sta. 1298+50 - 1427+50 Eastbound Only		$282,758	
Woelpern Ranch Interchange		26,147	
Subtotal		$308,905	
Ref. Art. 5.d	10%	30,891	
Ref. Art. 5.c.9	5%	15,446	
Total Oregon State Hwy. Dept. Obligation			355,242
Total Corps of Engineers Obligation			$4,300,853

Your early attention to this matter would be greatly appreciated so we may meet our contract schedule.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

Encl.
DLT:fp
cc F. D. Morgan

[illegible]

[illegible]

SUMMARY OF CONSTRUCTION
QUANTITIES TOTAL PROJECT

HIGHWAY 80N LOCATION
BLALOCK-ARLINGTON

Sta. 1142 - 1407+88 BK =
1407+16 AH - 1540

ITEM	UNIT	NET	ALLOW	GROSS	UNIT PRICE	ESTIMATE
1. Clearing & Grubbing	All	100%	- - - -	100%		$ 10,000
2. Drainage Exc. Uncl.	Cu. Yds.	5,140	520	5,660	$ 3.00	16,980
3. Embankment Foundation Exc. Uncl.	Cu. Yd.	188,580	18,920	207,500	1.00	207,500
4. General Exc., Loc. "A" Unclass.	Cu.Yd.	1,809,210	180,990	1,990,200	0.69	1,373,238
5. General Exc. Loc. "B" Unclass.	Cu.Yd.	1,697,533	169,967	1,867,500	0.95	1,774,125
6. Extra for Selected Subgrade Materials	Cu.Yd.	139,072	13,906	153,000	0.15	22,950
7. Extra for Selected Topsoil Material	Cu. Yd.	58,879	5,921	64,800	0.80	51,840
8. Short Overhaul	Yd. Sta.	15,461,221	1,546,179	17,007,400	0.01	170,074
9. Long Overhaul	C-yd.Sta.	277,593	27,807	305,400	0.35	106,890
10. Finishing Roadbed & Slopes	Mile	7.55	- - - -	7.55	1,200.00	9,060
11. Rounding Cutbanks	Lin.Ft.	19,000	1,900	20,900	0.20	4,180
12. 12" Corr. Steel Pipe Nested Type Uncoated	Lin. Ft.	364	36	400	3.75	1,500
13. 15" Corr. Steel Pipe, Uncoated	Lin. Ft.	1,430	140	1,570	4.25	6,673
14. 18" Corr. Steel Pipe, Uncoated	Lin. Ft.	1,490	160	1,650	5.00	8,250
15. 24" Corr. Steel Pipe, Uncoated	Lin. Ft.	1,066	114	1,180	7.50	8,850
16. 36" Corr. Steel Pipe, Uncoated	Lin. Ft.	876	94	970	14.50	14,065

Item	Unit	Net	Allow	Gross	Unit Price	Estimate
17. 42" Corr. Steel Pipe, Uncoated	Lin. Ft.	200	20	220	$ 19.00	$ 4,180
18. 48" Corr. Steel Pipe, Uncoated	Lin. Ft.	224	26	250	25.00	6,250
19. 48" Corr. Steel Pipe, Unctd. 10 Gage	Lin.Ft.	220	20	240	30.00	7,200
20. 15" Culvert End Sections	One	37	3	40	37.50	1,500
21. 18" Culvert End Sections	One	21	3	24	45.00	1,080
22. 24" Culvert End Sections	One	7	1	8	65.00	520
23. 36" Culvert End Sections	One	5	1	6	160.00	960
24. 48" Culvert End Sections	One	2	- - -	2	250.00	500
25. 120" Structural Plate, Pipe.	Lin.Ft.	238	22	260	65.00	16,900
26. 84" Structural Plate Pipe, Sta. 1165+20	All	100%	- - - - -	100%		53,700
27. 84" Structural Plate Pipe, Sta. 1369+50	All	100%	- - - - -	100%		31,900
28. 108" Structural Plate Pipe, Sta. 1501+43	All	100%	- - - - -	100%		32,200
29. 2" Galv. Water Pipe, Con.	Lin.Ft.	335	35	370	2.00	740
30. Concrete Inlets, Type "D"	One	2	1	3	125.00	375
31. Class "A" Concrete	Cu. Yd.	183	17	200	55.00	11,000
32. Metal Reinforcement	Lb.	36,897	3,703	40,600	0.14	5,684
33. Type 2 Fence	Rod	4,836	464	5,300	6.50	34,450
34. Metal Guard Rail	Lin.Ft.	2,400	250	2,650	2.50	6,625
35. Rail End Pieces	One	4	1	5	5.00	25
36. 14' Cattle Guards	One	2	-	2	1,500.00	3,000
37. 28' Cattle Guards	One	1	-	1	3,000.00	3,000

HIGHWAY 80N LOCATION
BLALOCK-ARLINGTON

Item	Unit	Net	Allow	Gross	Unit Price	Estimate
38. Gravel Blanket	Cu.Yd.	2,356	244	2,600	$ 2.50	$ 6,500
39. Coarse Crushed Mat'l. in Base	Cu.Yd.	7,105	745	7,850	2.15	16,877
40. 3/4"-0 Mat'l in Base	Cu. Yd.	1,003	97	1,100	2.30	2,530
41. Sprinkling	Mgal.	21,600	2,200	23,800	3.00	71,400
42. Preparation of Base	All	100%	- - -	100%		250
43. 3/4"-0 Material in Binder Course	Cu.Yd.	71	9	80	3.75	300
44. Furnishing & Placing Aggregates	Cu. Yd.	463	27	490	4.00	1,960
45. MC-250 Asphalt	Ton	11	1	12	60.00	720
46. 120-150 Asphalt	Ton	35	3	38	55.00	2,090
47. RS-1 Asphalt	Ton	10	1	11	60.00	660
		Subtotal				$4,121,251
		Extra Work Items				
		Flagging, State Share				1,000
		Seeding and Mulching				16,000
		Temporary Signing				500
		Subtotal				$4,138,751
		Engineering & Contingencies 12-1/2%				517,344
		TOTAL				$4,656,095

HIGHWAY 80N RELOCATION
BLALOCK-ARLINGTON SECTION

Summary of Construction
Quantities O.S.H.D.

Eastbound Lanes,
Sta. 1298+50 to 1427+50

Item	Unit	Net	Allow	Gross	Unit Price	Estimate
1. Clearing & Grubbing	All	16.5%	- - -	16.5%		$ 1,650
2. Drain. Exc. Uncl.	Cu.Yd.	1,829	186	2,015	$ 3.00	6,045
4. Gen. Exc. Loc. A Uncl.	Cu.Yd.	232,926	23,374	256,300	0.69	176,847
6. Extra for Selected Subgrade Materials	Cu. Yd.	25,310	2,486	27,796	0.15	4,169
7. Extra for Selected Topsoil Material	Cu. Yd.	51,124	5,076	56,200	0.80	44,960
8. Short Overhaul	Yd. Sta.	973,107	97,293	1,070,400	0.01	10,704
9. Long Overhaul	C-yd. Sta.	11,280	1,120	12,400	0.35	4,340
10. Finish Rdbd. & Slopes	Mile	1.23	- - -	1.23	1,200.00	1,476
13. 15" Corr Stl Pipe Unctd.	Lin. Ft.	1,430	140	1,570	4.25	6,673
14. 18" Corr Stl Pipe Unctd.	Lin. Ft.	102	9	111	5.00	555
15. 24" Corr Stl Pipe Unctd.	Lin . Ft.	196	24	220	7.50	1,650
16. 36" Corr Stl Pipe Unctd.	Lin. Ft.	102	8	110	14.50	1,595
20. 15" Culvert End Section	One	37	3	40	37.50	1,500
21. 18" Culvert End Section	One	1	-	1	45.00	45
22. 24" Culvert End Section	One	2	1	3	65.00	195
23. 36" Culvert End Section	One	1	-	1	160.00	160
25. 120" Structural Plate Pipe	Lin. Ft.	102	8	110	65.00	7,150
27. 84" Structural Plate Pipe	Lump Sum	21.94%	- - -	21.94%		7,000
41. Sprinkling	M-gal.	1,863	190	2,053	3.00	6,159

	Subtotal	$282,873
Extra Work Items -	Seeding and Mulching	1,600
	Subtotal	$284,473
Credit paid by Woelpern for change of Pipe Location	$\frac{\$4,000}{238} = \$16.80 \times 102'$	- 1,715
	Subtotal	$282,758

Summary of Construction
Quantities O.S.H.D.

HIGHWAY 80N RELOCATION
BLALOCK-ARLINGTON SECTION

Woelpern Interchange

Item	Unit	Net	Allow	Gross	Unit Price	Estimate
2. Drain. Exc. Uncl.	Cu.Yd.	95	10	105	$ 3.00	$ 315
5. Gen. Exc. Loc. "B" Unc.	Cu.Yd.	6,516	654	7,170	0.95	6,811
6. Extra for Selected Subgrade Material	Cu.Yd.	276	28	304	0.15	46
14. 18" Corr. Steel Pipe Unctd.	Lin.Ft.	210	19	229	5.00	1,145
30. Concrete Inlet, Type "D"	One	1	-	1	125.00	125
31. Class "A" Concrete	Cu.Yd.	183	17	200	55.00	11,000
32. Metal Reinforcement	Lb.	36,897	3,703	40,600	0.14	5,684
39. Coarse Crushed Material In Base	Cu. Yd.	222	108	330	2.15	710
40. 3/4"-0 Mat'l in Base	Cu. Yd.	69	31	100	2.30	230
41. Sprinkling	M-gal.	24	3	27	3.00	81
				Subtotal		$26,147

FORM E-12
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

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AUG 27 1962
FOR FILING

August 20, 1962

District Engineer
Corps of Engineers
Building 602
City-County Airport
Walla Walla, Washington

ATTENTION: Curt Hansen

Gentlemen:

Enclosed are copies of sketches which we have received from our Resident Engineer in charge of the location on the Blalock-Arlington Section of the Columbia River Highway showing areas where additional right of way will be needed to contain our slopes.

We believe that all areas have been covered and are submitting this data in order that the necessary property may be acquired so that the contract can be let when we reach that point. This is tentatively scheduled for contract October 30, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F D Morgan

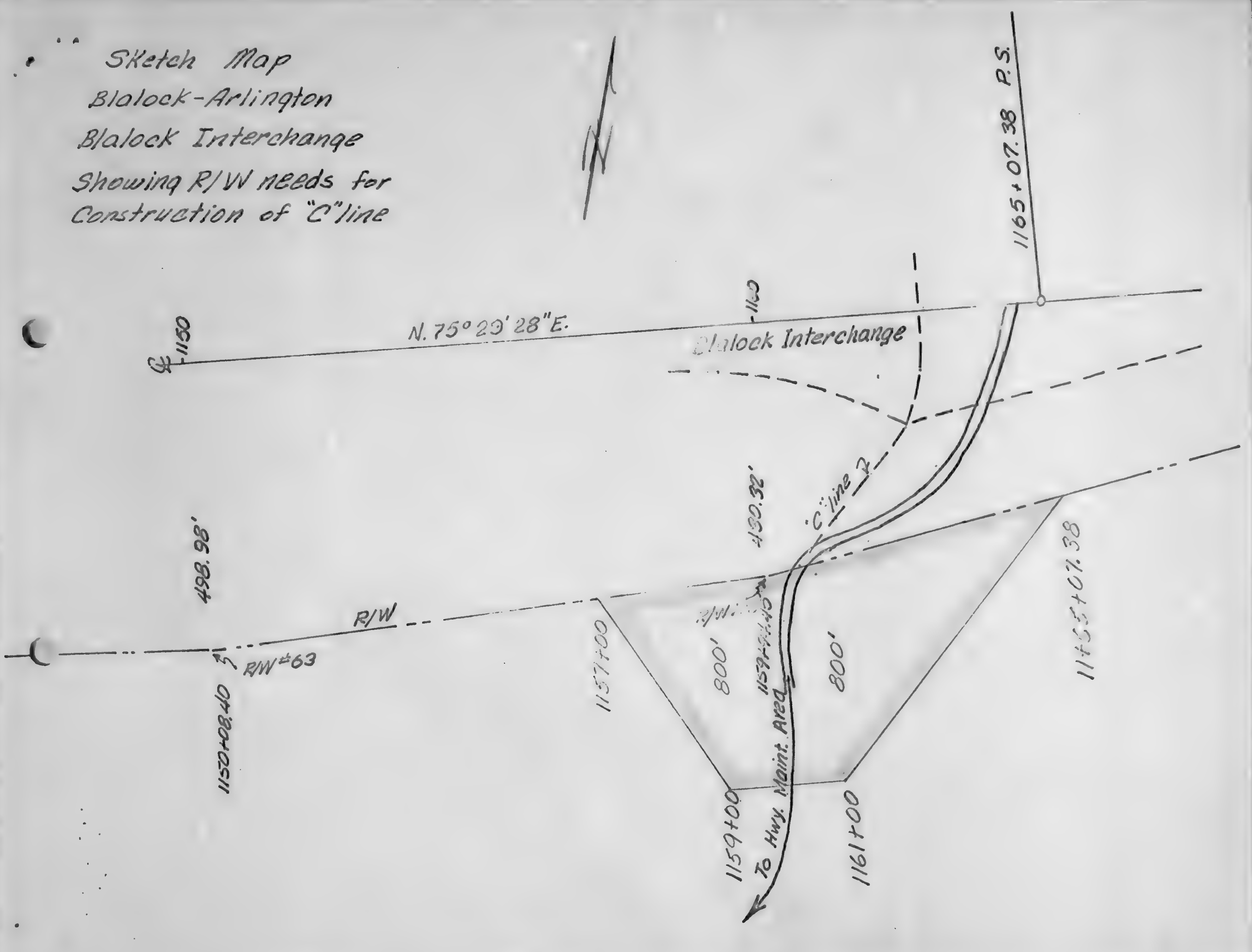
F. D. Morgan
Construction Engineer

AUG 21 1962

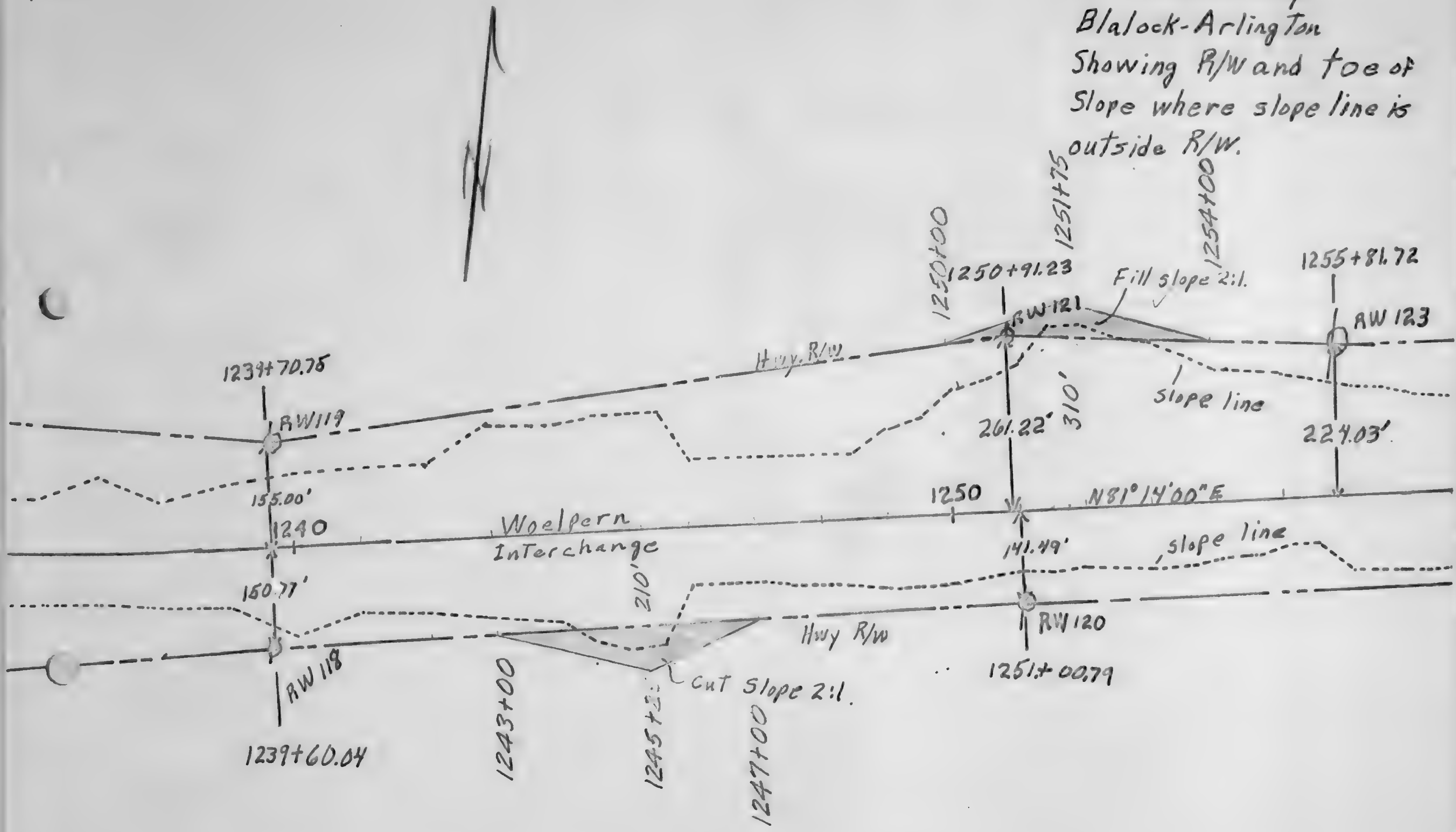
Enclosure

ADO:jd
cc: R. L. Porter
Walter T. Wright

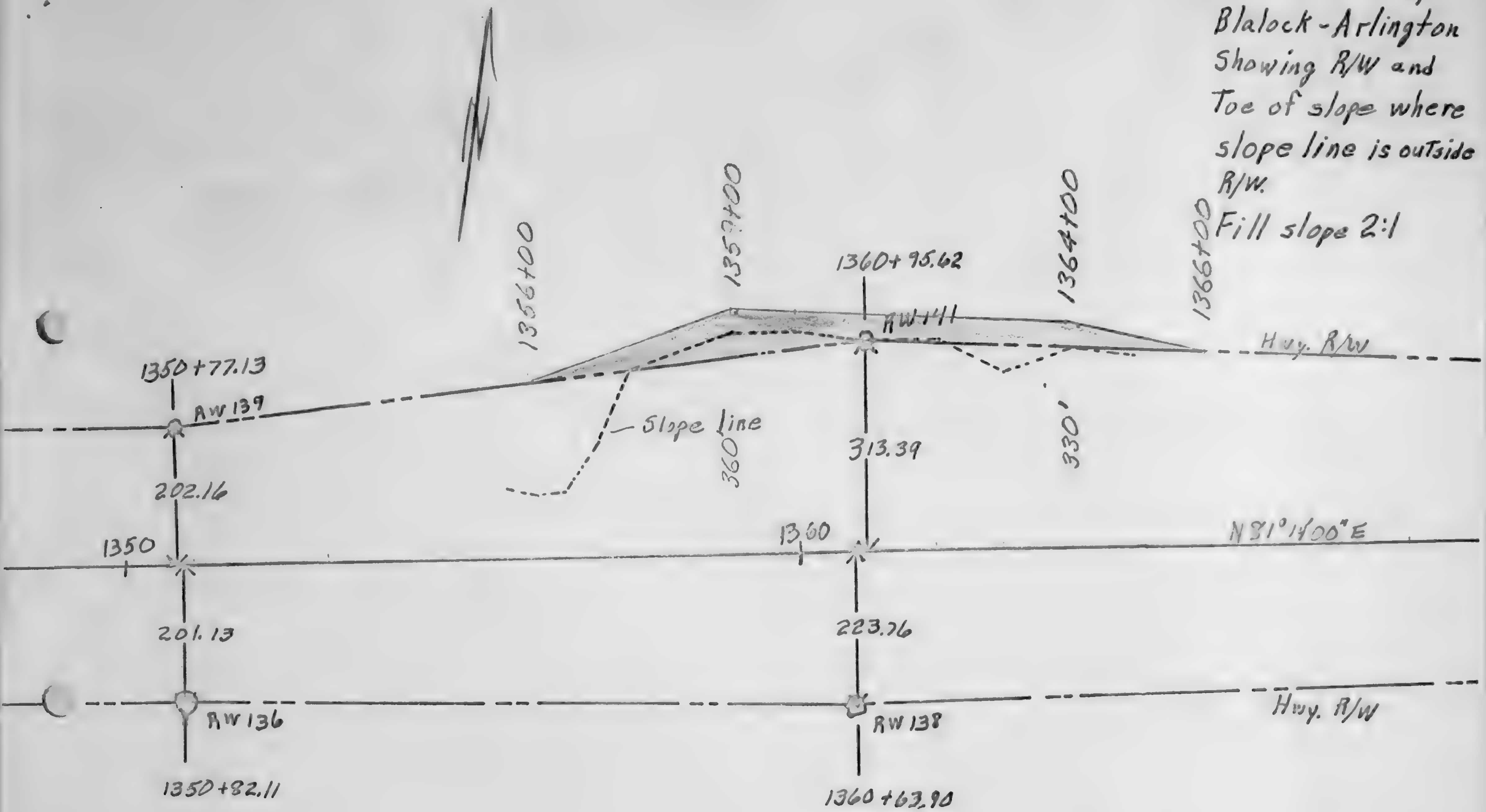
Sketch Map
Blalock-Arlington
Blalock Interchange
Showing R/W needs for
Construction of "C" line



Sketch Map
Blalock-Arlington
Showing R/W and toe of
Slope where slope line is
outside R/W.

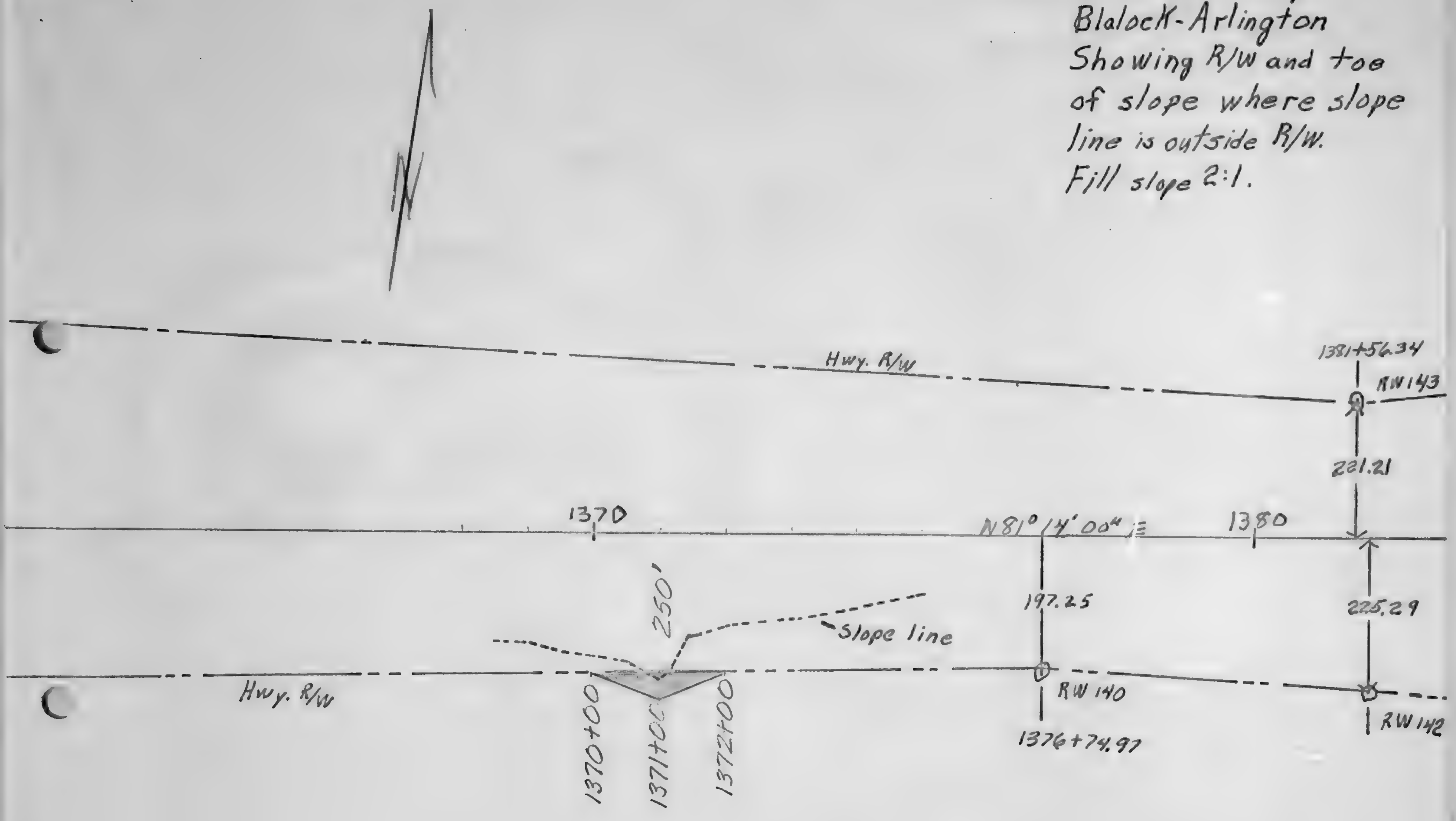


Sketch Map
Blalock-Arlington
Showing R/W and
Toe of slope where
slope line is outside
R/W.
Fill slope 2:1

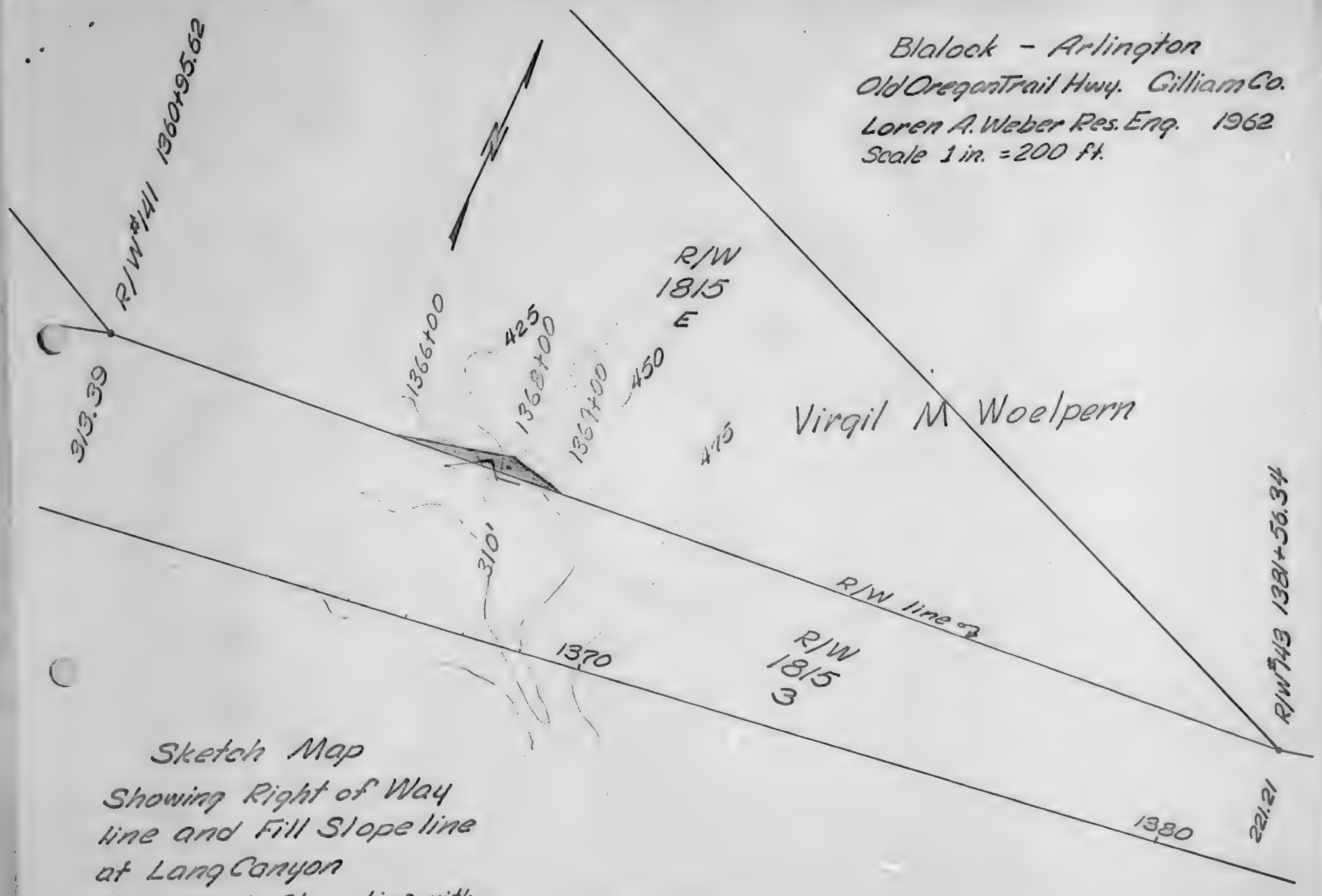


Sketch Map

Blalock-Arlington
Showing R/W and toe
of slope where slope
line is outside R/W.
Fill slope 2:1.



Blalock - Arlington
Old Oregon Trail Hwy. Gilliam Co.
Loren A. Weber Res. Eng. 1962
Scale 1 in. = 200 ft.

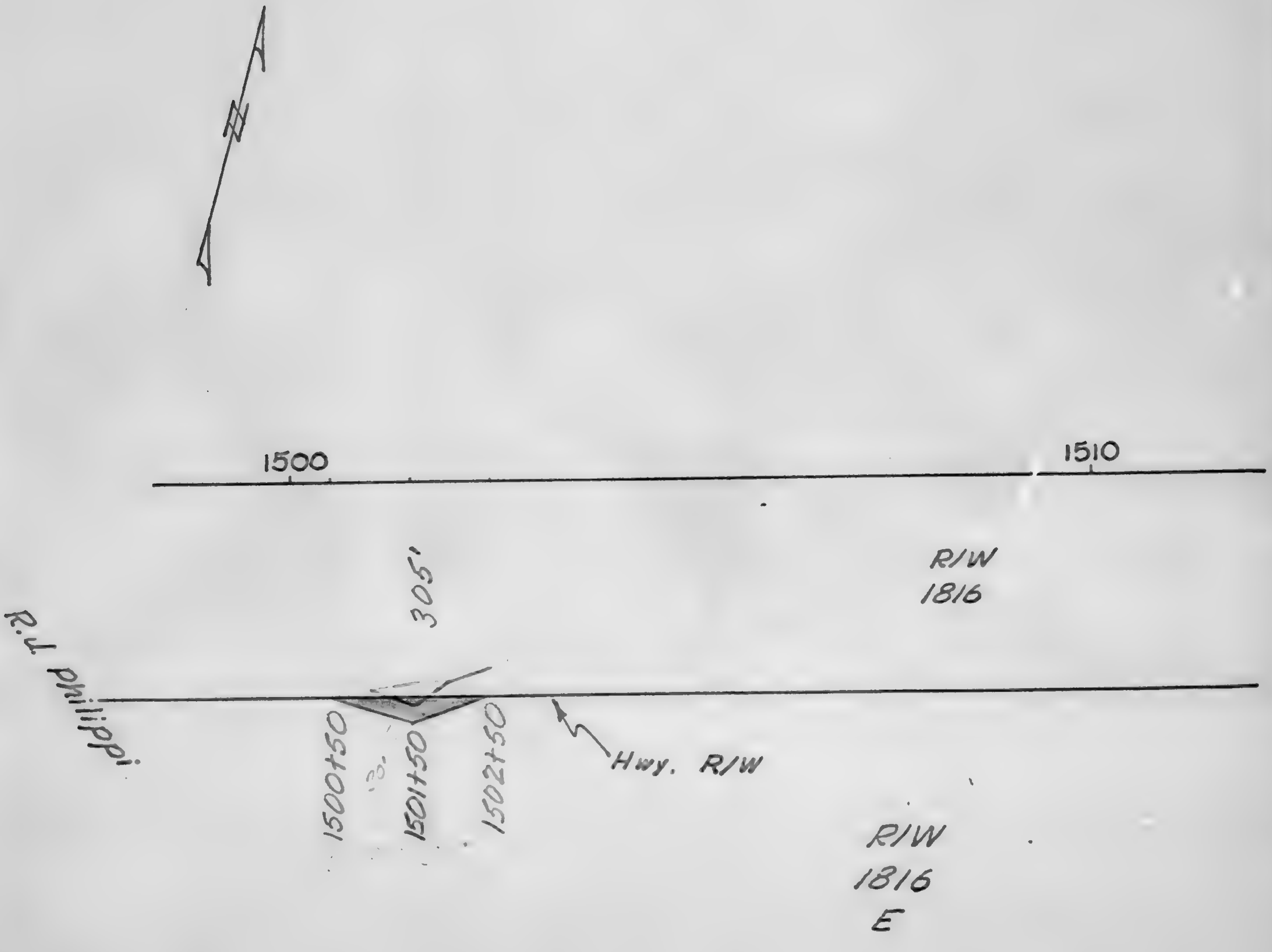


Sketch Map
Showing Right of Way
line and Fill Slope line
at Lang Canyon
Red line is Slope line with
2:1 & Blue line is Slope ← Use 2:1 a.s.c.
line with 1 3/4:1 at Sta. 1368

Sketch Map

Blalock-Arlington Old Oregon Trail
Gilliam County
Map Showing Right of Way line
and fill slope line at Jones Canyon
Red line is slope line with 2:1 and
Blue line is slope line with $1\frac{3}{4}$:1
at Sta. 1501+50.
Scale 1in. = 200 ft.
Loren A. Weber Res Eng. 1962

Use 2:1



F-304(8) Clackamas O'Xing-Park Place 1963
Sec., Cascade Hwy. (Roadside
#6210 Improvement)

RECEIVED
FEB 24 1964
FOR FILING

February 24, 1964

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

On December 13, 1963, we wrote to you concerning release of final payment on contract #6210, awarded to Solomon Aichele, for roadside improvement on the Clackamas Overcrossing-Park Place Section of the Cascade Secondary Highway in Clackamas County.

Final payment on this contract is $776.83 and the total contract amount is $8,267.83, including $29.37 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Portland Office
900 Board of Trade Bldg.,
Portland 4, Oregon

cc: Mr. Solomon Aichele
11360 SE Stevens Road
Portland 66, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
DEC 13 1963

FOR FILING

[illegible]

6210

December 12, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November 2 on Contract No. 6210. The contract was with Solomon Aichele and was for roadside improvement on the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 12, 1963, and that you concur in this procedure at the Commission meeting on December 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

1 304 (8) am

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 8, 1963

Section Clack. O'Xing - Park Place

Highway Cascade County Clack.

Contractor Aichele Landscaping

Date of contract Jan. 31, 1963

Date work started Feb. 11, 1963

Project authorization $ 10,621.69

Exclusive of engineering $ 9,866.37

Kind of work Roadside Improvement

Section prefix 103-1088

Contract number 6210

Specified work days 38

Work days used 19

Per cent of time elapsed 50 %

Estimated cost of completed project, exclusive of engineering $ 8,167

Estimated per cent ~~overrun or~~ underrun 17.2 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 755.32

Engineering cost to date $ 1100, 145 %

Date project was completed April 29, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

- - Final Report - -

Last Friday and Saturday, Nov. 1 & 2, the contractor used a 3 man crew to do the replacement planting with a list of substandard trees, shrubs and plants that was given the contractor last June.* in accordance

The ivy replacement filled out the gaps in the Clackamas Interchange fairly well, but the indicated number of replacement plants did not leave sufficient plants to fill the gaps of dead plants at the end of the Strawberry Lane Overpass. Apparently more plants died after the count was made at the end of the establishment period.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
NOV 12 1963

Signed

Address Portland 97202

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAR 7 - 1963
FOR FILING

6210

Form Approved; Budget Bureau No. 41-R2099

MONTHLY TRANSACTION NO.	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 3-5-63	COUNTY Clackamas
PROJECT REPORT NO. F-304(6)		PROJECT NO. F-304(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 213 Clackamas RR O'xing to Park Place

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-7-63	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,385.00	$ 6,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By Lloyd D. Shaw
ASST. State Highway Engineer
(Title)
By ____________
(Title)
By ____________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~BY~~ A. W. Parsons
(Division Engineer)
L. R. Backlund
By L. R. Backlund, Administrative Mgr.
Date executed by Division Engineer March 5, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. F-304(8)

CLACKAMAS O'KING-PARK PLACE SECTION
OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 19, 1963

Type Code Y005
Roadside Improvement (Sta. 474+00 to Sta. 650+00)(Contract 6210)

Furnishing and Placing Topsoil	1,070	cu.yds.	$ 2.75	$ 2,942.50
Furnishing and Planting Trees	125	only	7.10	887.50
Furnishing and Planting Shrubs	140	only	2.85	399.00
Furnishing and Planting Hedge Plants	1,210	only	1.00	1,210.00
Furnishing and Planting Vines	11,500	only	0.21	2,415.00
Organic Fertilizer, 5-3-2	30	CWT	5.25	157.50
Inorganic Fertilizer, 10-16-8	7	CWT	5.00	35.00
Manure Fertilizer	30	cu.yd.	7.50	225.00
Mulch Material	80	units	14.00	1,120.00
				$ 9,391.50
Flagging (57½% of Contractor's Cost)	All Required			$ 50.00
	Subtotal			$ 9,441.50
	10% Engr. & Cont.			943.50
		Total		$10,385.00

Length of Project - - - - - 0.000 Mile

Federal Funds - $ 6,500.00
State Funds - 3,885.00

$10,385.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-304(8)

CLACKAMAS O'XING-PARK PLACE SECTION OF
THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 27, 1962

Type Code Y00%
Roadside Improvement (Sta. 474+00 to Sta. 650+00)

Furnishing and Placing Topsoil	1,070	cu.yd.	$ 2.50	$ 2,675.00
Furnishing and Planting Trees	125	only	7.50	937.50
Furnishing and Planting Shrubs	140	only	4.00	560.00
Furnishing and Planting Hedge Plants	1,210	only	0.50	605.00
Furnishing and Planting Vines	11,500	only	0.23	2,645.00
Organic Fertilizer, 5-3-2	30	c.w.t.	5.50	165.00
Inorganic Fertilizer, 10-16-8	7	c.w.t.	5.50	38.50
Manure Fertilizer	30	cu.yd.	6.00	180.00
Mulch Material	80	units	13.00	1,040.00
				$ 8,846.00
Flagging (57½% of Contractors' Cost)	All Required			$ 50.00
	Subtotal			8,896.00
	10% Engr. & Cont.			889.00
	Total			$ 9,785.00

Length of project - - - - - - - - - - -0.000 miles

Federal Funds -	$ 6,100.00
State Funds -	3,685.00
	$ 9,785.00

RECEIVED
FEB 1 - 1963
FOR FILING

F-304 (8)

65.10

COMMISSIONERS
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 31, 1963

Solomon Aichele
11300 S. E. Stevens Road
Portland 66, Oregon

Dear Mr. Aichele:

The State Highway Commission on January 31, 1963, awarded to you State Highway Contract No. 6210 for the following project:

Roadside Improvement on Clackamas Overcrossing-Park Place Section of Cascade Highway in Clackamas County

This award was based on your low bid of $8,391.50 which was submitted to the Commission on January 29, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhs

cc
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Mark Astrup

RECEIVED
FEB 4 - 1963

FOR FILING
F-304(8)

6210

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 31, 1963

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project F-304(8)
Clackamas Overcrossing-Park Place Section
Roadside Improvement

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6210 to Solomon Aichele of Portland, Oregon, low bidder in the amount of $9,391.50 at the January 29, 1963 bid opening.

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
2-4-63

RECEIVED
JAN 3 1963

FOR FILING

F-304

477 Cottage Street N.E.
Salem, Oregon

December 31, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dee, Assistant Division Engineer
Salem, Oregon

Oregon Federal-aid Primary Program

In reference to Mr. Young's December 19, 1962 letter submitting one project for inclusion in the above program, we approve this project effective this date. This Stage Two project is detailed as follows:

Item	Project	Location	Work
417	F-304(3)	Clackamas [illegible] O'King - Park Place Section	Roadside Improvement

This approval provides for landscaping on 3.33 miles of highway at a total estimated cost of $10,000 of which $6,000 is reserved as Federal funds on the captioned program. The unprogrammed balance of these funds is $2,003,224, according to our records of this date.

RECEIVED
JAN 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
1-2-63

NOTED
LLOYD P. SHAW

RECEIVED
JAN 16 1963
FOR FILING

F. 304 (8)

6218

December 19, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are enclosing program data for one project, Item 417 for landscaping work on the Clackamas R.R. O'Xing-Park Place Section, Project No. F-304(8).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWN:mmb
Enc.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PRO
(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 213 Clackamas R.R. O'Xing to Park Place 21 55	**ADT**	PRESENT 7,500	FUTURE 15,000 (58) (70)	YEAR 80 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Roadside Improvement 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME C	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID 41

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53	SR 213 Clackamas R.R. O'Xing to Park Place	(54) (58)	(59) (66)	(67) (76)
5					**PE**					
5					**ROW**					
5					**CONST** (CODE)			3.33	10,000	6,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.33	10,000	6,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	ADT	PRESENT 7,500	FUTURE 15,000 (66) (70)	YEAR 80 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 417 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) F 14 23	NUMBER 304 7	SEQ. NO. (8) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Clackamas	CODE 005 (14) (16)		PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO.	FEDERAL-AID 41 (32)	STATE 160 (36) (37)	U.S. (41)

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Roadside Improvement (planting trees, shrubs and vines.) ROW - 180' normal; Access control-full; parking restrictions - complete.
3.33	10,000	6,000	4,000		
3.33	10,000 (16) (23)	6,000 (24) (33)	4,000		

REMARKS
Additional data - see Item 292-D,
Project F-304(6).

I-80N-2(29) Mitchell Pt.-Hood River 1963
56 Sec., Columbia River Hwy. [redacted]
#6211 Pav. & Sign.

RECEIVED
MAR 25 1966

FORM E-30 50M 7-64 SP*8229-734

FOR FILING
6211

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 23, 1966
Salem, Oregon

SUBJECT: Shirley A. Drake, dec'd.
vs. Rogers Construction Co.
Mitchell Point-Hood River
Section
Columbia River Highway
Contract No. 6211
Accident: 11/25/63

To: F. B. Klaboe
Assistant Highway Engineer

Building

Enclosed is a copy of letter dated March 18 from John M. Coke, attorney in Portland, and of our reply thereto bearing today's date.

As you will see, Mr. Coke refers to a trial on February 13, 1965. This is erroneous and should read February 13, 1966.

Originally, there was some apprehension that Mr. Starkey or other highway personnel might be named defendants in this litigation, but more than two years has now elapsed since the accident in question, and it appears that any further actions would be barred by the statute of limitations.

Alan H. Johansen
ALAN H. JOHANSEN
Staff Attorney

AHJ:gh
Encs.
cc: F. D. Morgan
L. W. Rulien
Glen Starkey
F. C. McKinney

RECEIVED
OFFICE
STATE [illegible]

JOHN M. COKE
ATTORNEY AT LAW
925-929 YEON BUILDING
PORTLAND, OREGON 97204
TELEPHONE 228-6552

March 18, 1966

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. Frank McKinney

Re: Shirley A. Drake, dec'd. vs. Rogers Construction Co.

Dear Mr. McKinney:

We have previously corresponded with your office regarding the case of "Patricia Bates vs. Rogers Construction Company" which case involved an accident occurring November 25, 1963 at 2 o'clock A.M. on U. S. Highway 30 about eight miles this side of Arlington, Oregon. The highway in question at the time was under construction by Rogers Construction Company, my client. The Patricia Bate's case was tried before a judge in the Circuit Court County of Multnomah, Oregon on February 13, 1965, and resulted in a decision in favor of the plaintiff.

We now have, since the trial of the Patricia Bate's case, three death cases filed against Rogers Construction Company, namely, those of Shirley A. Drake, dec'd., Wm. D. Drake, dec'd., and Ruthie Lee Drake, dec'd. The first of these cases, that being the case of Shirley A. Drake, dec'd, is set for trial April 6, 1966 in the Circuit Court County of Multnomah, Oregon.

We would greatly appreciate if you would again line-up for trial for April 6, 1966 the resident engineer, Mr. Glen Starkey. We are enclosing a copy of this letter to Mr. Starkey.

We feel that the judge in the case tried of Patricia Bates made an erroneous decision and we are still of the opinion that the sole cause of this accident was the negligence on the part of the driver of the Drake car, namely, Ruthie L. Drake, in driving at an excessive rate of speed and failed to observe the adequatly posted warning signs including the barricades.

Thanking you for your cooperation, I am

Very truly yours,

John M. Coke

JMC:bj

cc: Mr. Glen Starkey

RECEIVED
SEP 8 - 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1965

SUBJECT: Patricia Bates vs. Rogers Construction Company and William D. Drake, deceased

To: Mr. Glenn A. Starkey
Resident Engineer
P. O. Box 617
Hood River, Oregon

Please find attached hereto a copy of letter from Mr. John M. Coke, the insurance carrier's attorney defending Rogers Construction Company in the above-mentioned case.

I believe his letter is self-explanatory and I can now understand why he is not concerned about the deceased passengers. It is true, however, that if the Bates girl obtains a jury verdict or any substantial sum in settlement, the estate of the deceased could commence a case against Rogers Construction on the same theory.

I have this date notified Mr. Coke's office that the telephone number I gave him was not your home number, but that of your office, and requested they call you and leave their number so that you could subsequently call Mr. Coke at his convenience.

It would appear from his letter that you could give him the information he requests with respect to who placed the original barricades and the condition of the highway, which, I assume, means width of pavement, signing, painting, etc., at the time of the accident. As mentioned to you previously, however, I advised Mr. Coke that as Resident Engineer your job is merely to see that the contract is performed by the contractor in accordance with the plans, and that you are not authorized to direct the contractor how to do the job, but merely to see that the job is completed in accordance with the plans; i.e., if the contract calls for 12" pipe, the contractor is not to use 6" pipe. The same is true where the contractor has agreed to handle traffic around construction. It is up to the contractor to determine where and how barricades are to be located, since he is primarily responsible for the job and has likewise contracted to protect us from any claims that may be made against us for his mistakes or negligence. If the contractor is not allowing traffic to get through or is obviously overlooking normal safety factors, it is true he can be advised that he is not complying with the contract and he must devise other methods in order to comply. The mere fact that you knew the location of the barricades and did not request him to change or rearrange them does not make you or the Highway Department responsible to a claimant.

If we can be of any further assistance on this matter, do not hesitate to contact us.

FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks
attachment

cc: R. L. Porter
J. F. Putnam
F. D. Morgan
G. E. Rohde

RECEIVED
SEP 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

JOHN M. COKE
ATTORNEY AT LAW
925-929 YEON BUILDING
PORTLAND 4, OREGON
CAPITOL 8-6552

September 2, 1965

RECEIVED
SEP 3 1965
LEGAL & RIGHT OF WAY

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. Frank McKinney

Re: Patricia Bates vs. Rogers Construction Company and William D. Drake, deceased

Gentlemen:

Confirming our telephone conversation we had regarding the above case pending in the Circuit Court, Multnomah County, Oregon, please be advised that this case is set for trial for September 13 at 9:30 a.m. As we informed you, we are very anxious to get ahold of the Resident Engineer, Mr. Starkey. We called Mr. Starkey at his home, at the telephone number which you gave us, but were unable to find him in.

Generally, this case involves an action brought by Patricia Bates by her Guardian ad litem, Frances Brown against Rogers Construction Company and James M. Mitchell, Administrator of the Estate of William D. Drake, deceased. The complaint is in the sum of $20,000 for personal injuries allegedly suffered by this ten year old girl, as a result of an accident occurring November 25, 1963, at 2:00 a.m., on U.S. Highway 30, about eight miles this side of Arlington, Oregon, when the car in which she was a passenger collided with a truck. The highway in question was at the time under construction by Rogers Construction Company, Inc., my client.

The main allegation of negligence against Rogers is that the barricades were not properly placed and not properly lighted. Apparently Peter Kiewit Sons Co. were the original contractors at this location and had actually placed the barricades. Rogers Construction Company was doing the paving.

As we told you, there were three death cases, however, the death cases have not been filed and will not be filed, as far as we know; and this action was simply brought by the passenger against the owner of the car, William D. Drake, deceased. Mrs. Drake was driving the car.

The insurance carrier for the Drake car have paid off in this particular case Patricia Bates, in the sum of approximately $1,500 and they are now attempting to collect additional money from Rogers Construction Company, who is the sole remaining defendant. From our own investigation, it would appear that the Rogers Construction Company was not responsible but was due to the driver of the car, Mrs. Drake, deceased, in failing to keep any lookout and traveling at an excessive rate of speed.

Would you kindly advise us prior to trial as to who owned the barricades and who placed the barricades originally and any other information concerning the physical condition existing at the location of the accident.

As stated, we will subpoena Mr. Starkey.

We greatly appreciate your cooperation in this matter.

Very truly yours,

JOHN M. COKE

JMC:ss

STATE COPY

RECEIVED
AUG 31 1965
FOR FILING

881

Monthly transaction number	FOR 1-2A (5-3 U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-9-65	Oregon
		County Hood River
Project report number I-80N-2(29)56 10		Project number I-80N-2(29)56

6211

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 18, 1963, is hereby modified as follows:

Revised estimated total cost of project	$ 845,397.87
Revised Federal funds	$ 737,873.60
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of August, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Klabo

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By: L R Backlund
L. R. Backlund
Administrative Manager

6211

Form Approved; Budget Bureau No. 41-R2089

RECEIVED MAR 25 1963

FOR FILING

MONTHLY TRANSACTION NO.	FO R-2 (RE -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Hood River
		PROJECT NO. I-80N-2(29)56

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Mitchell Point to Hood River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-7-63	4.953
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 745,907.00	$ 686,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd D. Shaw

ASSISTANT State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund
Administrative Manager

Date executed by Division Engineer March 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(29)56

MITCHELL POINT-HOOD RIVER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 25, 1963

Type Code 6203
Roadway (Sta. 936+00 to Sta. 1208+67.45)(Contract 6211)

Removal of Miscellaneous Concrete and Masonry	All	Required (25%)		$ 250.00
Drainage Excavation, Unclassified	650	cu.yds.	$ 5.00	3,250.00
General Excavation, Unclassified	880	cu.yds.	1.25	1,100.00
8-inch Corrugated Steel Pipe	15	lin.ft.	2.00	30.00
12-inch Corrugated Steel Pipe	340	lin.ft.	2.50	850.00
18-inch Corrugated Steel Pipe	175	lin.ft.	3.25	568.75
Extra for Pipe Under Pavement	150	lin.ft.	4.00	600.00
18-inch Culvert End Sections	2	only	30.00	60.00
12-inch Sewer Pipe	1,390	lin.ft.	2.25	3,127.50
15-inch Sewer Pipe	130	lin.ft.	3.00	390.00
Concrete Inlets, Type G-1	15	only	100.00	1,500.00
Concrete Inlets, Type "U"	4	only	100.00	400.00
Concrete Curbs	150	cu.yds.	45.00	6,750.00
Concrete Surfacing	110	sq.yds.	3.75	412.50
Concrete End Pieces	2	only	75.00	150.00
Metal Guard Rail	17,500	lin.ft.	2.40	42,000.00
Metal Median Barrier	19,440	lin.ft.	3.80	73,872.00
Rail End Pieces	62	only	5.00	310.00
Salvage and Reinstall Type I Barricade	850	lin.ft.	2.00	1,700.00
Salvage and Reinstall Guard Rail	3,500	lin.ft.	2.00	7,000.00
Salvage and Stockpile Guard Rail	2,850	lin.ft.	1.50	4,275.00
Guide Posts, FW-1	245	only	7.00	1,715.00
Guide Posts, FY-2	230	only	7.00	1,610.00
Guide Posts, FY-3	6	only	7.00	42.00
1½-inch Electrical Conduit	990	lin.ft.	2.75	2,722.50
Type 2 Fence	2,150	rods	7.10	15,265.00
Type 3 Fence	240	rods	12.00	2,880.00
Coarse Crushed Material in Base	100,000	tons	1.25	125,000.00
3/4"-0 Material in Base	37,850	tons	1.25	47,312.50
Sprinkling	2,560	M-gals.	2.00	5,120.00
SS-1 Asphalt in Sprinkling	43,900	gals.	0.20	8,780.00
Preparation of Base	All	Required (80%)		2,000.00
3/4"-0 Material in Binder Course	1,040	cu.yds.	2.00	2,080.00

RC-250 Asphalt	155 tons	$ 40.50	$ 6,277.50
Asphaltic Concrete Mixture	52,700 tons	3.25	171,275.00
Asphalt in Mixture	2,900 tons	29.00	84,100.00
RS-1 Asphalt	15 tons	60.00	900.00
Asphaltic Concrete Traffic Markers, Type "J"	900 lin.ft.	0.80	720.00
Asphaltic Concrete Curbs	3,200 lin.ft.	0.60	1,920.00
Salvage and Reinstall Flashing Beacon	All Required		100.00
Removal of Existing Sign Installations	All Required (67%)		67.00
Furnish 8" BP 36# Steel Piling	260 lin.ft.	5.00	1,300.00
Furnish 10" BP 42# Steel Piling	15 lin.ft.	8.00	120.00
Drive Steel Piles	13 only	100.00	1,300.00
Sign Support Footings	All Required (59%)		3,245.00
Metal Sign Posts	All Required (67%)		1,742.00
Butterfly Sign Structure	All Required		2,500.00
54-foot Sign Bridge with 15' Cantilever	All Required		6,800.00
Wood Sign Posts	All Required (74%)		2,886.00
Overhead Sign Illumination Equipment	All Required (60%)		5,040.00
Type "A" and "B" Signs in Place	2,592 sq.ft.	6.10	15,811.20
Type "C", "D" and "E" Signs in Place	699 sq.ft.	3.75	2,621.25
Type "E", "F", "G" and "H" Signs in Place	303 sq.ft.	3.75	1,136.25
Type "I" Signs in Place	28 sq.ft.	3.50	98.00
Type "J" Signs in Place	64 sq.ft.	6.50	416.00
			$ 673,497.95
Flagging (57½% of Contractors Cost)	All Required		$ 3,000.00
Signing (Temporary)	All Required		250.00
Adjust Water System (Sta. 1061+75)	All Required		1,350.00
			$ 4,600.00
	Subtotal		$ 678,097.95
	10% Engr. & Cont.		67,809.05
	Total		$ 745,907.00

Length of Roadway - - - - - - - - - - - - - -4.953 miles
Length of 5 Structures- - - - - - - - - - - -0.213 miles
Total Length - - - - - - - - - - - - - - - -5.166 miles

Cost of Roadway per Mile- - - - - - - - - -$150,597.01

Federal Funds -	$ 686,000.00
State Funds -	59,907.00
	$ 745,907.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maint.: Chap. 529, laws 1939

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(29)56

MITCHELL POINT-HOOD RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 3, 1963

Type Code 6201
Roadway (Sta. 936+00 to Sta. 1208+67.45)

Removal of Miscellaneous Concrete and Masonry	All	Required (25%)		$ 500.00
Drainage Excavation, Unclassified	650	cu.yds.	$ 3.00	1,950.00
General Excavation, Unclassified	880	cu.yds.	1.00	880.00
8-inch Corrugated Steel Pipe	15	lin.ft.	2.50	37.50
12-inch Corrugated Steel Pipe	340	lin.ft.	3.75	1,275.00
18-inch Corrugated Steel Pipe	175	lin.ft.	5.00	875.00
Extra for Pipe Under Pavement	150	lin.ft.	3.50	525.00
18-inch Culvert End Sections	2	only	50.00	100.00
12-inch Sewer Pipe	1,390	lin.ft.	2.50	3,475.00
15-inch Sewer Pipe	130	lin.ft.	3.25	422.50
Concrete Inlets, Type "G-1"	15	only	90.00	1,350.00
Concrete Inlets, Type "D"	4	only	135.00	540.00
Concrete Curbs	150	cu.yds.	45.00	6,750.00
Concrete Surfacing	110	sq.yds.	10.00	1,100.00
Concrete End Pieces	2	only	150.00	300.00
Metal Guard Rail	17,500	lin.ft.	2.40	42,000.00
Metal Median Barrier	19,440	lin.ft.	3.60	69,984.00
Rail End Pieces	62	only	5.00	310.00
Salvage and Reinstall Type 1 Barricade	850	lin.ft.	1.50	1,275.00
Salvage and Reinstall Guard Rail	3,500	lin.ft.	1.50	5,250.00
Salvage and Stockpile Guard Rail	2,850	lin.ft.	1.00	2,850.00
Guide Posts, PW-1	245	only	7.00	1,715.00
Guide Posts, PY-2	230	only	7.25	1,667.50
Guide Posts, PY-3	6	only	8.00	48.00
1½-inch Electrical Conduit	990	lin.ft.	2.00	1,980.00
Type 2 Fence	2,150	rods	7.00	15,050.00
Type 3 Fence	240	rods	20.00	4,800.00
Coarse Crushed Material in Base	100,000	tons	1.30	130,000.00
3/4"-0 Material in Base	19,200	tons	1.40	26,880.00
Sprinkling	2,200	M-gals.	3.00	6,600.00
Preparation of Base	All	Required (80%)		2,000.00
3/4"-0 Material in Binder Course	1,040	cu.yds.	3.50	3,640.00
RC-250 Asphalt	155	tons	42.00	6,510.00
Plant Mix Bituminous Base	20,600	tons	3.40	70,040.00

Asphalt in Bituminous Base	1,010	tons	$30.00	$ 30,300.00
Asphaltic Concrete Mixture	52,700	tons	3.60	189,720.00
Asphalt in Mixture	2,900	tons	30.00	87,000.00
RS-1 Asphalt	15	tons	65.00	975.00
Asphaltic Concrete Traffic Markers, Type "L"	900	lin.ft.	1.00	900.00
Asphaltic Concrete Curbs	3,200	lin.ft.	0.80	2,560.00
Salvage and Reinstall Flashing Beacon	All	Required		500.00
Removal of Existing Sign Installations	All	Required	(67%)	201.00
Furnish 8" BP 36# Steel Piling	260	lin.ft.	5.50	1,430.00
Furnish 10" BP 42# Steel Piling	15	lin.ft.	7.50	112.50
Drive Steel Piles	13	only	75.00	975.00
Sign Support Footings	All	Required	(59%)	3,658.00
Metal Sign Posts	All	Required	(67%)	2,318.20
Butterfly Sign Structure	All	Required		2,100.00
54-foot Sign Bridge with 15-foot Cantilever	All	Required		9,300.00
Wood Sign Posts	All	Required	(74%)	2,345.80
Overhead Sign Illumination Equipment	All	Required	(60%)	4,500.00
Type "A" and "B" Signs in Place	2,592	sq.ft.	7.00	18,144.00
Type "C", "D" and "R" Signs in Place	699	sq.ft.	3.75	2,621.25
Type "E", "F", "G" and "M" Signs in Place	303	sq.ft.	4.00	1,212.00
Type "H" Signs in Place	28	sq.ft.	4.00	112.00
Type "P" Signs in Place	64	sq.ft.	4.50	288.00
				$773,952.25
Flagging (57½% of Contractor's Cost)	All	Required		$ 3,000.00
Signing (Temporary)	All	Required		250.00
Adjust Water System (Sta. 1081+75)	All	Required		1,350.00
				$ 4,600.00
	Subtotal			$778,552.25
	10% Engr. & Cont.			77,854.75
			Total	$856,407.00

Length of Roadway - - - - - - - - - - - 4.953 Miles
Length of 5 Structures - - - - - - - 0.213 Mile
Total Length - - - - - - - - - - - - - 5.166 Miles
Cost of Roadway Per Mile - - - - - - $172,906.72

Federal Funds - $787,000.00
State Funds - 69,407.00

$856,407.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(29)56

MITCHELL POINT-HOOD RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 3, 1963

Type Code 6201
Roadway (Sta. 936+00 to Sta. 1208+67.45)

Removal of Miscellaneous Concrete and Masonry	All Required (25%)			$ 500.00
Drainage Excavation, Unclassified	650	cu.yds.	$ 3.00	1,950.00
General Excavation, Unclassified	880	cu.yds.	1.00	880.00
8-inch Corrugated Steel Pipe	15	lin.ft.	2.50	37.50
12-inch Corrugated Steel Pipe	340	lin.ft.	3.75	1,275.00
18-inch Corrugated Steel Pipe	175	lin.ft.	5.00	875.00
Extra for Pipe Under Pavement	150	lin.ft.	3.50	525.00
18-inch Culvert End Sections	2	only	50.00	100.00
12-inch Sewer Pipe	1,390	lin.ft.	2.50	3,475.00
15-inch Sewer Pipe	130	lin.ft.	3.25	422.50
Concrete Inlets, Type "G-1"	15	only	90.00	1,350.00
Concrete Inlets, Type "D"	4	only	135.00	540.00
Concrete Curbs	150	cu.yds.	45.00	6,750.00
Concrete Surfacing	110	sq.yds.	10.00	1,100.00
Concrete End Pieces	2	only	150.00	300.00
Metal Guard Rail	17,500	lin.ft.	2.40	42,000.00
Metal Median Barrier	19,440	lin.ft.	3.60	69,984.00
Rail End Pieces	62	only	5.00	310.00
Salvage and Reinstall Type 1 Barricade	850	lin.ft.	1.50	1,275.00
Salvage and Reinstall Guard Rail	3,500	lin.ft.	1.50	5,250.00
Salvage and Stockpile Guard Rail	2,850	lin.ft.	1.00	2,850.00
Guide Posts, FW-1	245	only	7.00	1,715.00
Guide Posts, FY-2	230	only	7.25	1,667.50
Guide Posts, FY-3	6	only	8.00	48.00
1½-inch Electrical Conduit	990	lin.ft.	2.00	1,980.00
Type 2 Fence	2,150	rods	7.00	15,050.00
Type 3 Fence	240	rods	20.00	4,800.00
Coarse Crushed Material in Base	100,000	tons	1.30	130,000.00
3/4"-0 Material in Base	19,200	tons	1.40	26,880.00
Sprinkling	2,200	M-gals.	3.00	6,600.00
Preparation of Base	All Required (80%)			2,000.00
3/4"-0 Material in Binder Course	1,040	cu.yds.	3.50	3,640.00
RC-250 Asphalt	155	tons	42.00	6,510.00
Plant Mix Bituminous Base	20,600	tons	3.40	70,040.00

Asphalt in Bituminous Base	1,010 tons	$30.00	$ 30,300.00
Asphaltic Concrete Mixture	52,700 tons	3.60	189,720.00
Asphalt in Mixture	2,900 tons	30.00	87,000.00
RS-1 Asphalt	15 tons	65.00	975.00
Asphaltic Concrete Traffic Markers, Type "L"	900 lin.ft.	1.00	900.00
Asphaltic Concrete Curbs	3,200 lin.ft.	0.80	2,560.00
Salvage and Reinstall Flashing Beacon	All Required		500.00
Removal of Existing Sign Installations	All Required (67%)		201.00
Furnish 8" BP 36# Steel Piling	260 lin.ft.	5.50	1,430.00
Furnish 10" BP 42# Steel Piling	15 lin.ft.	7.50	112.50
Drive Steel Piles	13 only	75.00	975.00
Sign Support Footings	All Required (59%)		3,658.00
Metal Sign Posts	All Required (67%)		2,318.20
Butterfly Sign Structure	All Required		2,100.00
54-foot Sign Bridge with 15-foot Cantilever	All Required		9,300.00
Wood Sign Posts	All Required (74%)		2,345.80
Overhead Sign Illumination Equipment	All Required (60%)		4,500.00
Type "A" and "B" Signs in Place	2,592 sq.ft.	7.00	18,144.00
Type "C", "D" and "R" Signs in Place	699 sq.ft.	3.75	2,621.25
Type "E", "F", "G" and "M" Signs in Place	303 sq.ft.	4.00	1,212.00
Type "H" Signs in Place	28 sq.ft.	4.00	112.00
Type "P" Signs in Place	64 sq.ft.	4.50	288.00
			$773,952.25
Flagging (57½% of Contractor's Cost)	All Required		$ 3,000.00
Signing (Temporary)	All Required		250.00
Adjust Water System (Sta. 1081+75)	All Required		1,350.00
			$ 4,600.00
	Subtotal		$778,552.25
	10% Engr. & Cont.		77,854.75
	Total		$856,407.00

Length of Roadway - - - - - - - - - - 4.953 Miles
Length of 5 Structures - - - - - - - 0.213 Mile
Total Length - - - - - - - - - - - - 5.166 Miles
Cost of Roadway Per Mile - - - - - $172,906.72

Federal Funds -	$787,000.00
State Funds -	69,407.00
	$856,407.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(29)56

MITCHELL POINT-HOOD RIVER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 8, 1963

Type Code 6203
Roadway (Sta. 936+00 to Sta. 1208+67.45)

Removal of Miscellaneous Concrete and Masonry	All	Required (25%)		$ 500.00
Drainage Excavation, Unclassified	650	cu.yds.	$ 3.00	1,950.00
General Excavation, Unclassified	880	cu.yds.	1.00	880.00
8-inch Corrugated Steel Pipe	15	lin.ft.	2.50	37.50
12-inch Corrugated Steel Pipe	340	lin.ft.	3.75	1,275.00
18-inch Corrugated Steel Pipe	175	lin.ft.	5.00	875.00
Extra for Pipe Under Pavement	150	lin.ft.	3.50	525.00
18-inch Culvert End Sections	2	only	50.00	100.00
12-inch Sewer Pipe	1,390	lin.ft.	2.50	3,475.00
15-inch Sewer Pipe	130	lin.ft.	3.25	422.50
Concrete Inlets, Type "G-1"	15	only	90.00	1,350.00
Concrete Inlets, Type "D"	4	only	135.00	540.00
Concrete Curbs	150	cu.yds.	45.00	6,750.00
Concrete Surfacing	110	sq.yds.	10.00	1,100.00
Concrete End Pieces	2	only	150.00	300.00
Metal Guard Rail	17,500	lin.ft.	2.40	42,000.00
Metal Median Barrier	19,440	lin.ft.	3.60	69,984.00
Rail End Pieces	62	only	5.00	310.00
Salvage and Reinstall Type 1 Barricade	850	lin.ft.	1.50	1,275.00
Salvage and Reinstall Guard Rail	3,500	lin.ft.	1.50	5,250.00
Salvage and Stockpile Guard Rail	2,850	lin.ft.	1.00	2,850.00
Guide Posts, PW-1	245	only	7.00	1,715.00
Guide Posts, PY-2	230	only	7.25	1,667.50
Guide Posts, PY-3	6	only	8.00	48.00
1½-inch Electrical Conduit	990	lin.ft.	2.00	1,980.00
Type 2 Fence	2,150	rods	7.00	15,050.00
Type 3 Fence	240	rods	20.00	4,800.00
Coarse Crushed Material in Base	100,000	tons	1.30	130,000.00
3/4" - 0 Material in Base	37,850	tons	1.40	52,990.00
Sprinkling	2,560	M-gals.	3.00	7,680.00
SS-1 Asphalt in Sprinkling	43,900	gals.	0.25	10,975.00
Preparation of Base	All	Required (80%)		2,000.00
3/4" - 0 Material in Binder Course	1,040	cu.yds.	3.50	3,640.00
RC-250 Asphalt	155	tons	42.00	6,510.00
Asphaltic Concrete Mixture	52,700	tons	3.60	189,720.00

Asphalt in Mixture	2,900 tons	$ 30.00	$ 87,000.00
RS-1 Asphalt	15 tons	65.00	975.00
Asphaltic Concrete Traffic Markers, Type "L"	900 lin.ft.	1.00	900.00
Asphaltic Concrete Curbs	3,200 lin.ft.	0.80	2,560.00
Salvage and Reinstall Flashing Beacon	All Required		500.00
Removal of Existing Sign Installations	All Required (67%)		201.00
Furnish 8" BP 36# Steel Piling	260 lin.ft.	5.50	1,430.00
Furnish 10" BP 42# Steel Piling	15 lin.ft.	7.50	112.50
Drive Steel Piles	13 only	75.00	975.00
Sign Support Footings	All Required (59%)		3,658.00
Metal Sign Posts	All Required (67%)		2,318.20
Butterfly Sign Structure	All Required		2,100.00
54-foot Sign Bridge with 15-foot Cantilever	All Required		9,300.00
Wood Sign Posts	All Required (74%)		2,345.80
Overhead Sign Illumination Equipment	All Required (60%)		4,500.00
Type "A" and "B" Signs in Place	2,592 sq.ft.	7.00	18,144.00
Type "C", "D" and "R" Signs in Place	699 sq.ft.	3.75	2,621.25
Type "E", "F", "G" and "M" Signs in Place	303 sq.ft.	4.00	1,212.00
Type "H" Signs in Place	28 sq.ft.	4.00	112.00
Type "P" Signs in Place	64 sq.ft.	4.50	288.00
			$711,777.25
Flagging (57½% of Contractor's Cost)	All Required		$ 3,000.00
Signing (Temporary)	All Required		250.00
Adjust Water System (Sta. 1081+75)	All Required		1,350.00
			$ 4,600.00
	Subtotal		$716,377.25
	10% Engr. & Cont.		71,636.75
			$788,014.00

Length of Roadway - - - - - - - - - - - 4.953 Miles
Length of 5 Structures - - - - - - - - 0.213 Mile
Total Length- - - - - - - - - - - - - 5.166 Miles
Cost of Roadway Per Mile- - - - - - - $159,098.32

Federal Funds - $724,000.00
State Funds - 64,014.00

$788,014.00

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FOR FILING

I-80N-2(29)56

6211

July 23, 1965

Parker & Abraham
Attorneys at Law
205 Third Street
Hood River, Oregon 97031

Attention: Vawter Parker

Gentlemen:

Rogers Construction Company, a co-partnership, holds our Contract No. 6211 for paving and signing on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County. Partners are listed with us as W. R. Rogers and Donald C. Rogers.

McWaters Construction Company is prequalified with us as a co-partnership with the partners listed as H. B. McWaters and W. A. McWaters.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:jf

PARKER & ABRAHAM
ATTORNEYS AT LAW
205 THIRD STREET
HOOD RIVER, OREGON 97031

VAWTER PARKER
KENNETH M. ABRAHAM

TELEPHONE 386-1411

5298

July 21, 1965

REFERRED TO
Constrn Div.

Contracting Division
Oregon State Highway Department
State of Oregon
Salem, Oregon 97310

Gentlemen:

We represent Clyde L. Loyd, whose house was injured by blasting on or about August 12th, 1963, in Hood River, Oregon.

According to our information the contract was under the name of Rogers Construction Co. and the subcontract for the guard rail and middle barrier was with the McWaters Construction Co.

Would you please advise us as to the true corporate names, if they are corporations, and if not corporations, the true partners operating under the names of the above companies.

We are enclosing a self-addressed envelope for your reply.

Very truly yours,

Vawter Parker
Vawter Parker

VP/mp
Enclosure

CONSTRUCTION DIVISION
JUL 22 1965

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I-80N 2(29)56

6211

SP*6416-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1965

To: Mr. J. F. Putnam
Division Engineer
P. O. Box 1249
Bend, Oregon

SUBJECT: Salvaged Materials
East Hood River Interchange Sec.
Contract 6211
I-80N-3(32)61

Office Engineering has requested that we furnish information concerning the value and location of the following items salvaged on the subject project:

Bid Item No. 22 - Salvage and stockpile guard rail - 2,121.2 feet
Bid Item No. 42 - Removal of existing sign installations

The value of these salvaged items must be credited to the project if they were stockpiled. Please determine the location and value of these salvaged items and supply this office with your findings.

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By John A. Bond

John A. Bond
Staff Assistant

DES:rw

cc: F. B. Klaboe
L. H. Young

RECEIVED
JUL 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 20 1965

FOR FILING

January 18, 1965

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6211 awarded to Rogers Construction Company for paving and signing the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County was completed on October 2, 1964, and accepted by the Highway Commission on January 13, 1965.

Final payment, in the amount of $39,528.63 will be released to the contractor after January 25, 1965. The total contract amount is $844,779.74 including $14,073.65 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc
Rogers Const. Co.
11760 N. E. Glisan Street
Portland 16, Oregon

Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Bldg.
Portland 4, Oregon

L.H. Young
C.H. Maison (Attn: John Herr)

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FOR FILING

[illegible]

6211

January 13, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 2, 1964, on Contract No. 6211. The contract was with Rogers Construction Company and was for paving and signing on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 13, 1965, and that you concur in this procedure at the Commission meeting on January 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
L. H. Young
Ivan D. Merchant
C. H. Maison
A. E. Johnson

LPS:ajw bjs

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
NOV 13 1964
FILING
6211

November 13, 1964

Mr. Jack H. Cairns
Attorney at Law
614 Executive Building
811 S.W. Sixth Avenue
Portland, Oregon 97204

Re: Cheryl Ann Hutchings, injured party
Date of Accident -6/17/64, 9:15 P.M.
Location of Accident - On freeway
approaching Hood River Exit
Highway 30-80

Dear Sir:

We hereby acknowledge receipt of your letter dated November 2, 1964.

Our records indicate that at the time and place of this accident, under Contract No. 6211, Rogers Construction Company, 11760 N.E. Glisan, was the principal contractor on this project. In its contracting obligations the state looks only to the principal contractor for satisfactory prosecution of a contract.

We regret, therefore, to inform you that the state is not liable for the injuries sustained by Cheryl Ann Hutchings.

We are, however, forwarding a copy of your letter to the Rogers Construction Company with a request that they contact you directly.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
C. A. ALLISON
Staff Attorney

NOTED
FLOYD QUERY

CAA:jw

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 13, 1964

Rogers Construction Company
11760 N.E. Glisan
Portland 20, Oregon

Re: Misc. 1964
Contract No. 6211
Cheryl Ann Hutchings, injured party

Gentlemen:

We are enclosing herewith copy of a letter received from Mr. Jack Cairns, attorney for Cheryl Ann Hutchings, claiming injuries arising out of an accident.

A portion of 1.7.16 of the Standard Specifications for Highway Construction is hereby quoted for your information:

> "The contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from any act, omission, or neglect of the contractor, his subcontractors, or his employees in the performance of the work to be done under the contract.
>
> "The contractor shall indemnify and save harmless the State of Oregon, the State Highway Commission, the members thereof and its officers. * * *
>
> "* * * but all such loss or damage shall be borne by the contractor and all work under the contract shall be solely at his risk until it has been finally accepted."

Would you please contact Mr. Cairns?

Very truly yours,

G. E. ROHDE
Chief Counsel

By
C. A. ALLISON

cc: G.E. Rohde
Floyd Query
General Casualty Co.

CAA:jw
Encl.

FORM E-1 (REV. 9-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	WEEK ENDING: November 13, 1964
	SECTION Mitchell Point-Hood River	SECTION PREFIX 614-1053
	HIGHWAY Columbia River	COUNTY Hood River
NAME OF JOB Mitchell Point - Hood River	KIND OF WORK Paving & Signing	
CONTRACTOR Rogers Const. Co.	CONTRACT NUMBER 6211	FEDERAL AID PROJECT NUMBER I-80N-2(29)56 & I-80N-3(32)61
DATE OF CONTRACT January 1, 1963	DATE WORK STARTED March 14, 1963	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS 130 + 31 = 161	WORK DAYS USED 160
PROJECT AUTHORIZATION: $994,966.31	ENGINEERING AUTHORIZATION $110,000.00	PERCENT OF TIME ELAPSED 99%
EXCLUSIVE OF ENGINEERING: $884,966.31	ENGINEERING COST TO DATE $120,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $845,107.94	PERCENT OF AUTHORIZATION 109 %	100%
ESTIMATED PERCENT: ~~OVERRUN~~ ~~UNDERRUN~~ underrun 4.5 %	DATE PROJECT WAS COMPLETED: October 2, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing
	100%	100%	100%	100%	100%		100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		5.4			5.4
MILES PARTIALLY COMPLETED					
MILES COMPLETED		5.4			5.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,540	150,000			61,500
TOTAL QUANTITIES CORRECTED TO DATE	5,730	188,120			58,330
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,730	188,120			58,330
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	Workday Charges	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain		No	Work Completed
TUESDAY	Rain		No	
WEDNESDAY	Cloudy		No	
THURSDAY	Rain		No	
FRIDAY	Cloudy		No	
SATURDAY				

NOTED
JOHN R. OAKES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was submitted Monday November 9, 1964.

This will be the final weekly report.

SIGNED J. A. Starkey

ADDRESS P. O. Box 617, Hood River, Oregon 97031

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
NOV 9 - 1964

FOR FILING

6311

CALIFORNIA METAL ENAMELING COMPANY
6904 EAST SLAUSON AVENUE • LOS ANGELES, CALIFORNIA 90022

October 26, 1964

State of Oregon Highway Department
Box 617
Hood River, Oregon 97031

Attention: Mr. Glenn Starkey, Resident Engineer

Subject: Project I-80N-2(29)56 I-80N-3(32)61
Mitchell Point-Hood River Section

Gentlemen:

In accordance with your request dated October 19, we are herewith enclosing the executed form of "warranty" for laminated signs in connection with the Mitchell Point-Hood River job.

It is our understanding from Traffic Safety Supply Company that the State of Oregon has been assessing penalty charges in the amount of $280.00 a day for "supplier's failure to furnish proper warranty forms." We do not feel that the penalty charge in this regard is fair or reasonable or should be applicable in this event, for the following reasons:

a. The job was totally completed within the specified time.

b. The specifications did not require any particular form and Cameo's submitted form complied with the specifications on the job. This was filed under date of July 15, 1963, the same as the warranties previously accepted by the State of Oregon. Cameo relied on such prior acceptances in submitting this form of warranty.

c. No notice was ever given to Cameo that the penalty clause would be invoked for time consumed in discussing the form of warranty, and no damage resulted to the State of Oregon by reason of these discussions since, as above stated, the job had been completed on time.

d. The letter from your office dated October 19, 1964, was received by Cameo on October 21, in which the State set forth the requirement for use of the revised guarantee forms which were submitted with this letter. The State, however, had apparently already put into effect the penalty clause a week previous to that date, and sufficient time was not allowed for Cameo to comply with such request.

NOTED
LLOYD P. SHAW

Original To
Decker
11-6-64

e. Previous correspondence had not been answered by the State of Oregon dealing with the guarantee to be used, and it was pointed out that it was in the best interests of the State, as well as Cameo, to allow a provision for field repair rather than replacement of signs when approved by the District Engineer. Cameo requested that such a provision be included in the guarantee form provided by the State of Oregon and had been awaiting word as to a decision in this regard since April of 1964.

We respectfully request, therefore, that all penalty amounts previously assessed on subject project be eliminated and that payment in full be made at this time.

Very truly yours,

CALIFORNIA METAL ENAMELING CO.

H. V. Penton
President

HVP/db

cc: Mr. Lloyd P. Shaw
Rogers Construction Co.
Traffic Safety Supply Co.

RECEIVED
OCT 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1964
FOR FILING
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6211

Salem, Oregon
October 19, 1964

Increase in Project
Authorization

Mr. Glenn A. Starkey
Resident Highway Engineer
P. O. Box 617
Hood River, Oregon 97031

This is to advise you that at its meeting of Oct. 9, 1964, the Highway Commission approved an increase of $98,159.45 in project authorization on Contract No. 6211, Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

The new authorization for construction is $994,966.31. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

DHP:bb

cc: Mr. Dean Swift

RECEIVED
OCT 9 - 1964

FOR FILING FORM E-[illegible] 7-59 22128

C-31

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 6, 1964
Salem, Oregon 97310

SUBJECT: Laminated Type Sign Panels

To:

Tom Edwards
Asst. Highway Engineer
BUILDING

I attach a copy of Walker's Inter-Office of October 1 indicating considerable delamination of sign panels on the Mitchell Point-Hood River job and suggesting we have a confab on the subject.

I believe this is a subject you had under consideration looking to possible revision of our specifications to exclude this type panel.

The manufacturer of this laminated type panel is evidently having difficulty in quality control, etc., and is resulting in more and more frequent instance of delamination problem (in addition to the other difficulties). The only salvation is that our recent jobs have gone Hinac on aluminum extrusions, and conversely due to price differentiation porcelain on laminated panel has fallen by the wayside due to non-compeditive price.

L. E. George
F. B. Crandall
Traffic Engineer

FBC:njc
Attachment

Copy to Mr. George
10-9-64

Fred —
I thought we had
already changed specs.
If not [illegible]

NOTED
[illegible] EDWARDS

RECEIVED
OCT 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 - 1964
FOR FILING

6211

Salem, Oregon
October 6, 1964

Mr. F. D. Morgan
Construction Engineer

The Willard McClure accident at Hood River, August 28, points up need for a great improvement in our engineers' awareness of need for traffic control devices on construction projects.

The fact that after the McClure accident it was recognized that need for better control existed and more signing was installed only serves to point out a lack of forethought and proper preparation for the rerouting of traffic.

Please write a letter to construction resident engineers, pointing out again the necessity for the best possible handling of all matters pertaining to traffic through construction.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

October 6, 1964

Mr. Willard McClure
2807 S. E. 65th
Portland 6, Oregon

Dear Mr. McClure:

This will acknowledge your letter of September 8 to F. D. Morgan, Construction Engineer, relating your unfortunate experience near Hood River.

The matter was immediately investigated upon receipt of your letter. It was found that additional signing had already been ordered and was in place. This particular project was opened to four-lane traffic on September 2.

Our investigation was made as part of a continuous study directed toward safe movement of traffic through construction areas. The problem of operating intermittent sections of two-direction and divided highway is an extremely difficult one and a matter of serious concern.

We appreciate your letter calling attention to conditions on this project and sincerely regret the trouble and loss you experienced.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan

GLD:bjm: ajw

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
September 11, 1964

SUBJECT: Mitchell Point - Hood River
Columbia River Highway
Rogers Construction
Contract 6211

To: Mr. F. D. Morgan
Construction Engineer
Salem, Office

Examination of the files reveals that a report was made relative to the accident called to your attention by Willard Mc/Clure. Enclosed is a copy of my report, and some pictures taken along the route which vehicle # 1 traveled prior to the accident. The entire route traveled by Mc/Clure was striped on the lane center as well as boarder stripes. There was also numerous 35 M. P. H. , Construction Speed, Slow, and Construction signs.

No pictures are available of the Mc/Clure car as it was removed before I arrived at the scene.

G A Starkey
Glenn A. Starkey
Resident Engineer

cc: Mr. Dean Swift

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SEP 10 1964
FOR FILING

CONSTRUCTION DIVISION
RECEIVED
SEP 9 1964
CE ACE ACE ☐ COE

2807 S. E. 65
Portland 6, Oregon

September 8, 1964

F. D. Morgan, Construction Engineer
State Highway Department
Salem, Oregon

Dear Mr. Morgan:

On Friday, August 28, my wife and I left Portland to go into northern Washington to see friends and relatives and to enjoy a few days of vacation, expecting to return home on the following Wednesday. We had been on our way about an hour when we reached an area near Hood River where

J. Walker & Starkey
investigating & will
report 9-10-64

RECEIVED

the eastbound lanes of a four-lane highway were closed and we were shunted into a normally west-bound lane to travel east. As we moved eastward the markings seemed very uncertain. I began to fear a head-on collision because there was so little to indicate that the lane should be used for east bound traffic. I remember saying to Mrs. McClure, "I don't like the looks of this. I wish I could find my way out of here." We began to look for a road southward but found none.

At this point I must have been struck head-on ~~from~~ by another vehicle traveling west. (a Lincoln-Continental is pretty big for a Lark to take on.) The record shows this to have been about 3:10. The driver of the Lincoln felt, too that the marking of the lane was inadequate. The police report turned in by State Patrol Mr. Chapman says, "area poorly marked as two-lane highway."

We understand that just a week before two people were killed in this same area by a similar collision. Four days after our collision a neighbor of one of our friends in Portland was killed in the same area. Rogers Construction Company claims the markings are adequate; but it is not their lives that are being taken. Had one of these cars been

[illegible] 10 [illegible]
OFFICE OF
STATE [illegible]

moving perhaps ten miles an hour faster I suppose I could not write this letter. (As it is I am compelled to write with a bandaged hand.)

Mr. Morgan, *please*, before more damage is done up there won't you insist that more warning signs be installed? Here in Portland on S. W. Broadway in an area of 200 feet two men stood with *stop* and *slow* signs to protect the public. Near Hood River no one seems to care about the public, and my wife (still in the hospital with a badly shattered arm) is an innocent victim. *Please help* by checking this and having *too much warning* rather than not enough.

Sincerely, Willard M. Olive

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTERDEPARTMENTAL CORRESPONDENCE

[illegible]

[illegible]

To: Files

SUBJECT: Accident August 2[illegible], 196[illegible]
[illegible] River
Columbia River Highway
[illegible]
[illegible]
(File [illegible])

An accident occurred at station 1105+50 on the west bound lane at approximately 3:15 P. M. involving 2 cars and one semi-trailer truck.

Vehicle # 1:
1957 Lincoln Oregon Lic. [illegible]
Operator: [illegible] Age 5[illegible]
[illegible]
Portland, Oregon

Passenger: [illegible] Age 32
[illegible]
Portland, Oregon

Vehicle # 2:
1952 [illegible] Sedan Oregon Lic. [illegible]
Willard and [illegible]
[illegible] S. E. [illegible] St.
Portland, Oregon

Vehicle # 3:
1958 [illegible] truck Utah Lic. [illegible]
Fruehauf Semi-trailer Utah Lic. [illegible]
Registered to: [illegible] Bros.
[illegible] Orange St.
Salt Lake City, Utah

Operated by: [illegible] David [illegible]
[illegible] West
[illegible] Utah

Police reported that Donald R. [illegible] [illegible] Calif. [illegible] and [illegible] the highway [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] from the [illegible] of [illegible] [illegible] the [illegible] [illegible] and [illegible] [illegible] of the highway.

The occupants of vehicle #[illegible] were taken to the hospital with injuries.

[illegible] reported that the [illegible] vehicle #1 [illegible] he [illegible] [illegible] [illegible] [illegible].

Pictures taken along [illegible] have been [illegible] construction & other signs and [illegible] of the highway. These [illegible] be [illegible] [illegible].

Traffic has been flowing one way over the west bound lanes for several [illegible]. I have suggested the contractor to install [illegible] "stop signs" and "one way traffic" signs [illegible] [illegible]. He neglected to do this when traffic was recently routed over these lanes.

Glenn A. [illegible],
Resident Engineer

cc: Mr. Dean Swift

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OCT 7 - 1964

FOR FILING

[illegible]

6211

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1964

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

SUBJECT: Sign Inspection
Mitchell Point-Hood River Section
Columbia River Highway
Contract No. 6211

On Tuesday, September 29, 1964, an inspection of the contract signing was made by the following personnel:

Willis Grafe	Bureau of Public Roads
J. F. Putnam	Assistant Division Engineer
Glenn Starkey	Resident Engineer
J. H. Walker	Assistant Construction Engineer

In the afternoon the panels and supports were inspected. The large panels were the only item which were of concern. These panels are what are considered a laminated construction being framed with a U angle and a thin aluminum face and back with the material between the face and back sides being a special honeycombed treated paper which is bonded on the back and face. In quite a number of instances, delamination at the top and bottom of the panels had occurred with the face having separated from the U channel. This allows water to penetrate into the inner portion of the sign. In one case an approximate 1/4-inch hole was drilled in the bottom of the sign and water ran out in a stream for more than 5 minutes. As far as I was concerned, the signs in this condition were unsatisfactory and will not be accepted until this problem is taken care of. Messrs. Putnam and Grafe are in concurrence.

Glenn Starkey, Resident Engineer, is contacting the contractor and informing him of this.

One large sign has been hit and seriously damaged by the guard rail contractor. This will require replacement.

A large number of the signs have been damaged by what is assumed to be the traveling public or others than the contractor. These signs have been hit by rocks or some object causing dents in them. This is not considered a contractor's responsibility as the signs affected have been uncovered and in use for some time.

Tuesday night an inspection was made to determine suitability of reflectors and visual appearance. All signs appeared to be functioning properly in this respect. Ed Reif of the Materials Department was at the project Tuesday and was securing reflectors for laboratory testing. Results of these tests will be available in the near future.

On this project specifically and on others in general where inspections have been made, the problem of separation of face and back from the channel and the honeycombed paper inside has been of concern. It is the opinion of myself and others that in numerous cases eventually water is going to get into this type of laminated sign. With this condition, freezing weather as well as just the presence of water will eventually cause a serious problem. It is believed necessary that a conference be held between the Traffic Division, Construction Division and any other interested parties to discuss the above problems in view of either a redesign or elimination of these type sign panels.

John H. Walker
Assistant Construction Engineer

JHW:fp

cc W. R. Grafe
L. P. Shaw
F. B. Crandall
Dean Swift
G. A. Starkey

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OCT 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 - 1964

FOR FILING

September 4, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization is anticipated on the Mitchell Point-Hood River paving project on the Columbia River Highway in Hood River County. This project, Contract No. 6211, is under contract to Rogers Construction Company of Portland.

The original project authorization was $896,806.86. The present anticipated cost is $994,966.31, indicating an overrun of $98,159.45, or 10.9 per cent.

The reasons for the overrun are:

(1) An increase in the amount of crushed rock required. This overrun was caused by compaction considerably in excess of what was anticipated and by the need for reinforcing the existing pavement which was done by raising the grade so that a full two lifts of AC were placed over the old pavement. This required additional base rock to build up the shoulders and median area. This overrun is covered in Price Agreement No. 5 and the extra material was furnished at bid price.

(2) It was determined that the section between the West Hood River Interchange and the UPRR overcrossing would need additional guardrail to act as a median barrier.

(3) An overrun in engineering cost was caused by the manner in which the job was run by the contractor.

The project was let in January 1963 and work started in March. A small crew was kept working on the guardrail, sight posts, curbs, electrical conduit, signs, et cetera. This required full-time inspection and a survey crew for staking. Full-scale crushing of rock to complete surfacing and paving did not begin until May 1964. The extended working period resulted in greater-than-normal engineering cost.

Your approval of an additional authorization in the amount of $98,160 is recommended. This matter will be presented at the October 9 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1964

SUBJECT: Overrun of Project Authorization
Mitchell Point-Hood River Section
Columbia River Highway
Contract No. 6211

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a report on the expected overrun of the project authorization on this project, which is under contract to Rogers Construction Company of Portland. The original project authorization was $896,806.86. The present estimate of cost is $994,966.31, indicating an overrun of $98,159.45, or 10.9%.

The main reasons for the overrun are:

1. An increase in the amount of crushed rock required. This overrun was caused by insufficient allowance for compaction and by the need for reinforcing the existing pavement which was done by raising the grade so that a full two lifts of A.C. were placed over the old pavement. This required additional base rock to build up the shoulders and median area. This overrun is covered in Price Agreement No. 5 and the extra material is being furnished at bid price.

2. After the project was let, it was noted that the "split-level" section between the West Hood River Interchange and the UPRR overcrossing would need guardrail throughout most of the distance along the left side of the eastbround lanes. The added guardrail would act as a median barrier. The need for the rail was not noted earlier primarily because the grading was not completed until about 6 months after the paving job was let.

3. A large overrun in engineering cost was caused by the manner in which the job was run by the contractor. The project was let in January, 1963 and work started in March. A small amount of rock was crushed, and in July the contractor moved out. He kept a small crew working most of the time, mostly sub-contractors, on the guardrail, sight posts, curbs, electrical conduit, signs, etc. This required full-time inspection and a survey crew for staking, and because of the long time involved, caused the overrun in engineering costs. The crushing of rock did not begin

again until May, 1964.

Your approval of the overrun is recommended. A rough draft to the Commission is attached.

F. D. Morgan
Construction Enginder

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

cc: L. H. Young

RECEIVED
SEP 10 1964
FOR FILING

L. Shavin

.BNM

CON BND TDL 10 9-2-64 235PM

FRANK MORGAN
DEAN SWIFT

US 30, COLUMBIA RIVER HIGHWAY, MITCHELL POINT-HOOD RIVER SECTION WAS OPENED TO FOUR LANE TRAFFIC AT 2:30 PM THIS DAT.

ATTEND

AF
!,.?,.

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SEP 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 2 - 1964

FORM E-30 25M 9-61 58819

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1964

SUBJECT: Guard Rail on Mitchell
Pt.-Hood River Project,
Contract No. 6211

To:

MEMO TO THE FILES:

Marwais Steel Co. of Los Angeles, suppliers of guard rail members on subject project, called 8/30/64 for OK to complete their order with rail members of std. design but with an additional post bolt slot in center of normal 12'6" panel.

Marwais Steel had called Mr. Porter, was referred to Mr. Harra and then to me on the same phone call, with my advice to be based on specifications, and with Harra having no objections as to the material. Our std. design and std. specs. do not forbid or discourage the suggested design, any more than they forbid use of rail members with laying lengths in multiples of 12'6". We are now developing a new design drawing calling for posts at 6'3" spacings for the 1st four panels of guard rail at terminals facing oncoming traffic. I am advised that California requires the post spacing at bridge ends, and permits all their rail members to be punched with post bolt slots at 6'3" spacings for standardization and the saving of special fabrication costs.

As the subject job was underway; as the early shipment of the balance of the order for the rails was desirable; as the extra slot is not undesirable, in view of California's standardization and in view of our own coming change in design; as there is no direct conflict in design or specs; and as there is no increase in cost, I gave assent to Marwais Steel to fill the balance of their order with rail members having post bolt slots at 6'3" centers and so advised Mr. Harra and the Construction Division.

Virgil G. O'Neil
Virgil G. O'Neil
Specifications Engineer

VGO:cr

cc: R. L. Porter
G. Decker
L. H. Young
Dean Swift
G. W. Harra
V. G. O'Neil
BPR - 2 copies

RECEIVED
AUG 28 1964

FOR FILING

[illegible]
6211

August 27, 1964

Rogers Construction Company
11760 N.E. Glisan Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 27, considered your request for 35 additional workdays to complete Contract No. 6211 for paving and signing the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 31 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc
Dean Swift
Glenn Starkey
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
AUG 26 1964

FOR FILING

I-80N-2(29)

6211

August 25, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 5
August 27, 1964 meeting

Gentlemen:

We have received a request for an extension of time on the Mitchell Point-Hood River Section of the Columbia River Highway, paving and signing contract No. 6211, in Hood River County. It will be presented for your consideration at the August 27 Commission meeting.

The contractor on this project is Rogers Construction Company which bases its request for 35 additional workdays on increased quantities of crushed rock for base and additional excavation due to soft spots in the grade. The contract allowed 130 workdays for completion of work.

Increase in base rock quantities arose from a change in plan from an overlay to a completely new surfacing and paving section. This required that a lift of base rock be placed over old pavement areas where none was required in the original plan.

The course base material required was originally estimated to be 109,000 tons. The amount required under the revised plan exceeded the original by 27,500 tons or 25.23 per cent.

Top course base material in the original estimate totaled 41,000 tons. The amount actually required exceeded that by 19,300 tons, an increase of 47.07 per cent.

In addition to the change of plan, it was found that compaction obtained in surfacing rock exceeded that anticipated, thus requiring a greater amount of base rock than the original estimated quantity.

We are able to justify 26 workdays for overrun in material and five days for removal of soft spots in the grade; therefore, an extension of 31 days is recommended. There will be no assessment of liquidated damages.

The Bureau of Public Roads concurs in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
LPS:[illegible] LPS:hlb fn
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RECEIVED
SEP 25 1964
FOR FILING

6211

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#5

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6211 Contractor Rogers Construction Co.

Highway Columbia River

Section Mitchell Point - Hood River

Kind of Work Paving & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

26 days because of overrun of base materials, 5 days for removal of soft subgrade material; total 31 workdays.

APPROVED BY HIGHWAY COMMISSION
DATE Aug 27, 1964 for 31 days
Floyd Query
Secretary

Recommended for Approval:

J. H. Pullman, Asst
Division Engineer

Construction Engineer or Bridge Engineer

Lloyd P. Stice
ASSISTANT State Highway Engineer

State Printing [illegible]

Contract No.	6211
Project designation (State-Federal)	I-80N-2(29)56 & I-80N-3(32)61
Date awarded	January 31, 1963
Work started	March 14, 1963
Per cent completed	50% July 24, 1964 (Date)
No. of Workdays Allowed	130
No. of Workdays Used	114 July 24, 1964
No. of Added Workdays Requested	35

E- 320 (Rev.)--5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 20, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 130 days to 165 days, within which to complete our Contract No. 6211, without the assessment of liquidated damages. The said contract is described as follows:

Mitchell Point - Hood River Section Columbia River Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Increase of material on above Contract. Amount of Base and Top Rock amounting to an approximate over run of 33 1/3 % on the above items necessitating additional days for Crushing this material and handling same on road. Plus additional grade changes and additional excavation on soft spots in grade not covered by original contract.

Respectfully submitted,

ROGERS CONSTRUCTION CO.
Contractor

By Chas McInroe

CONSENT OF SURETY

Date July 23rd, 1964

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

(Charles Carroll)
Attorney XXX

PALLETT, FISHER & CARLO, INC. (SEAL)

BY: Fred A Fisher
Resident Agent at Portland, Oregon

August 12, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Time Extension
Mitchell Point-Hood River
Section
Columbia River Highway
Projects I-80N-2(29)56
and 3(32)61

Dear Sir:

We have received a request from Rogers Construction Company, contractor on this project, for a 35-day time extension. The reasons cited by the contractor to justify this increase are that the amount of coarse base and 3/4"-0 base is considerably more than the bid amount on these items, and extra time is required for the removal of soft spots in the subgrade prior to the placing of base rock.

A large increase in the amount of the two rock bid items was authorized under Price Agreement No. 5 which was recently approved. According to our analysis of the project, this additional material will require 18 days for production and an extra eight days of street work. The soft spot removal will require an additional five workdays. We can justify an extension of 31 workdays.

Our latest weekly report shows that it is expected the project will be completed with only ten workdays used in excess of the specified 130. We prefer to have a "cushion" rather than having to go through the procedure again and, therefore, recommend an extension of 31 workdays.

Your concurrence in this recommendation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Copper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp: ajw

FORM E-30 50M 12-63 84670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1964

SUBJECT: Time Extension
Mitchell Point-Hood River Section
Columbia River Highway
Contract No. 6211

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from Rogers Construction Company for a 35-day extension of time on this project. The reasons cited by the contractor to justify this increase are that the bid quantity of coarse base material and 3/4"-0 in base is being overrun by a considerable amount and extra time is required for removal of soft subgrade. This overrun in rock is covered in Price Agreement No. 5 and the additional material will be furnished and placed at bid price.

Our analysis of the job is that the contractor will need 18 days to produce the additional material, and another 8 workdays on the road to process the material and lay an extra lift of AC over the old pavement. No overrun of the bid quantity of AC is expected, however. A total of 5 days will be required for the removal of soft spots in the subgrade which is being done at bid price for general excavation.

Thus on the basis of the overrun in quantities, we can justify an extension of 31 workdays. An extension in this amount is acceptable to the Bureau of Public Roads. The latest weekly report, dated July 31, shows that 119 of the original 130 workdays have been used, and that the anticipated completion date is August 31, 1964. This indicates an overrun of only 10 days.

We therefore recommend an extension of only 31 days, as this much can be fully justified and will give a "cushion" of 21 days. A rough draft to the Bureau of Public Roads is attached, but none to the Commission. We understand that some type of commitment has been made by the "front office" and expect that you would prefer to compose your own letter to the Commission.

F. D. Morgan
Construction Engineer

CHB:fp
Attach.
cc L. H. Young

NOTED
[illegible]

RECEIVED
AUG 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Date 7-27-64

Glenn A. Starkey, Res. Engr.
Oregon State Highway Dept.
P. O. Box 617,
Hood River, Oregon 97031

Subject: Mitchell Point - Hood River
Contract 6211

Dear Sir:

The following grade changes have been noted. Raise grade 2 inches at the following locations.

Station	To	Station
953+00		1002+00 E.B.
1032+50		1038+50 E.B.
1043+00		1047+50 E.B.
1058+00		1064+50 E.B. & W.B.
1064+50		1097+00 W.B.
1097+00		1164+00 W.B.

It is agreeable with us to make these changes with no extra compensation.

The quantities involved in these changes are included in Prise agreement # 4.

Sincerely,
Chas McInroe
Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

OCT 2 1964

FOR FILING

REGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name Mitchell Point - Hood River Date August 17, 1964

Highway Columbia River Contract No. 6211

County Hood River Kind of Work Paving & Signing Contractor Rogers Construction Co.

Contract Amount [illegible] $ 790,311.65

Expected over-runs and under-runs in contract items:

Item #		Quantity	Unit Price	Amount
Major items, itemized: 3	Gen. Exc.	4,360	1.25	5,450.00
14	Concrete Surfacing	540	3.75	2,025.00
16	Metal Guard Rail	5,250	2.40	12,600.00
21	Salv. & Rein. Guard Rail	-2,038.5	2.00	-4,077.00
22	Salv. & Stockpile Guard Rail	-1,304.8	1.50	-1,957.20
31	Sprinkling	1,720	2.00	3,440.00
32	SS-1 in Sprinkling	24,630	0.20	4,926.00
34	3/4-0 Mat. in Binder	-1,130	2.00	-2,260.00
35	RC-250 Asphalt	-173	40.50	-7,006.50
Minor items, unitemized algebraic total				-5,422.90

Subtotal $ 7,717.40

Approved work orders (Price, extra work and state force orders) $ 77,490.20

Expected over-runs and under-runs in work orders:

		Amount
Major items, itemized:		
EWO # 2	Temporary Signing	500.00
EWO # 7	Line Cut Ditch	-289.46
EWO # 8	Slide Removal	-2,900.00
EWO # 9	Install Perf. Pipe	910.08
PA # 4	Furnish Additional Base Rock	-4,125.00
Minor items, unitemized algebraic total		197.61

Subtotal $ -5,706.77

Authorization for engineering $ 63,772.93

Expected over-run or under-run of engineering authorization $ 46,227.07

Costs not included above (explain) $

Allowance for future contingencies (4½ % of work remaining) $ 15,153.83

Credits to come from transfers and deductions $

Present estimate of project cost $ 994,966.31

Brief Statement of principal causes of over-run:

Base rock over-run	$ 54,000	insufficient compaction allowance
Guard Rail " "	12,600	
Engineering " "	46,000	Additional inspection

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $ 896,806.86

Present estimate of project cost $ 994,966.31

Expected over-run (Amount) $ 98,159.45

Expected over-run (per cent) 10.9%

Space to right of this line is for use of Salem office.

Submitted by: Starkey
Glenn A. Starkey Resident Engineer
ORIGINAL APPROVED BY DEAN SWIFT.

Noted by: Construction or Bridge Engineer

Confirmed by: Division Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

Fred:-

On Hood River signs all but 5 of total can be unhooded and opened for inspection and replacement of defective buttons now

Last 5 depends on completion of paving - 3 to 4 weeks.

TRAFFIC SAFETY SUPPLY COMPANY
2324 S. E. Umatilla St. Portland 2, Oregon Phone: 235-8531 (Area Code 503)

August 12, 1964

Mr. Bud George
Oregon State Highway Dept.
Salem, Oregon

Re: Mitchell Point - Hood River
Contract No. 6211 (Rogers Construction Co.)

Dear Bud:

We have talked with Gerry Dunphy of California Metal Enameling Company today regarding the above job, and unless the state settles with Cameo on this reflector problem in short order, Rogers is going "to have a fit". He will soon be finishing this job and the unsettled portions of the signs will be a thorn in his side. When McInroe throws a fit, you know you've had it.

This letter is simply a reminder to you as a friendly gesture to assist Cameo in helping them to get a decision from the state on this Mitchell Point problem.

Our part of the work is completed, or nearly so, and we of course want to have the problem resolved so we can close this job along with Rogers.

Yours very truly,

TRAFFIC SAFETY SUPPLY CO.

R. W. Nelson

RWN mr

RECEIVED
AUG 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. E. GEORGE

RECEIVED JUL 29 1964

Page 1 of 2 Pages

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

Section MITCHELL POINT-HOOD RIVER Highway COLUMBIA RIVER (PA 1) County HOOD RIVER Profile ____

Res. Engr. ____ Approx. Length ____ Miles. Sta. ____ to Sta. ____ Date ____

Truck A.D.T. 800 Traffic Coefficient 10.3 18 kip s.a. per day 560.42 .

Annual Precipitation 37" Frost Penetration 16"-20" .

(1)

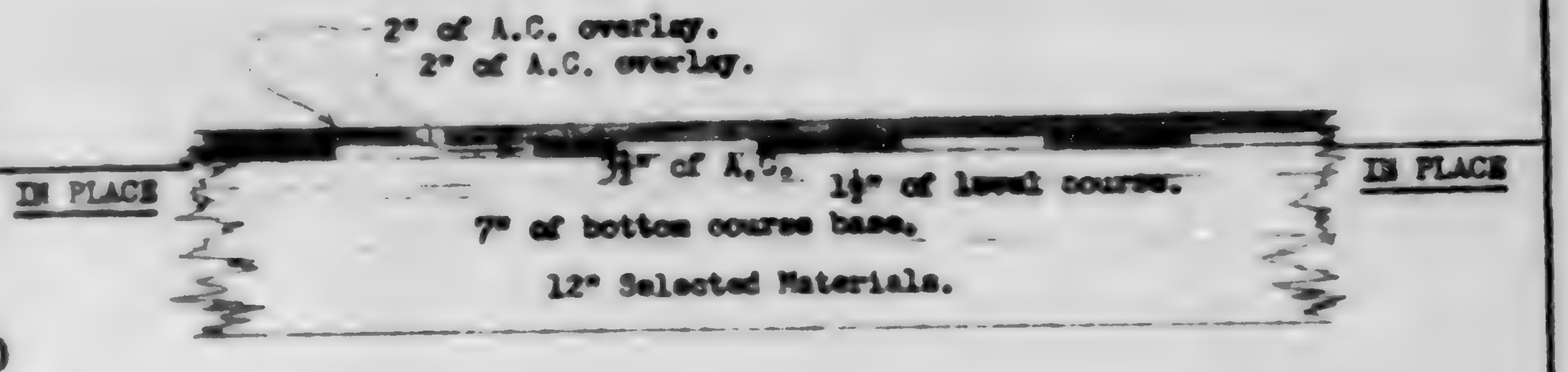
EXISTING ROADWAY

Typical Soil

38	LL
2	PI
28	%P 10
12	%P200
72	%Gravel
5	%C Sand
12	%F Sand
9	%Silt
2	%Clay
62	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-1-a (0)

MATERIAL SOURCES:



CBR Total Req.	Credit	Actual Thick.	
	8	4	AC overlay
	IN PLACE		
		3½	AC
		1½	Level
		7	Base
		12	Select Material

NOTE:
The "In Place" surfacing thickness shown above was taken from "Plans for Proposed Project, Wygant Park-Hood River", dated October 1951. An additional 2" A.C. overlay for a total of 4" is recommended based on the following information:

Benkelman Beam Deflection Tests (Letter dated 7-8-64 from O.A. White, Ass't Engineer of Materials.)
Depth and Condition of Existing Base (Letter dated 6-26-64 from J. F. Putnam, Ass't Division Engineer, test hole logs and results attached.)
Pictures showing present condition of roadway, dated 7-3-64.

NOTED
LLOYD P. SHAW

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by ____ for Staff Assistant

Recommended by ____ Engineer of Materials

Recommended by ____ Construction Engineer

Approved by ____ Asst. State Highway Engineer

SECTION: MITCHELL POINT-HOOD RIVER
HIGHWAY: COLUMBIA RIVER (FA 1)
COUNTY: HOOD RIVER

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. Present ADT 5800 (Total)

B. Future ADT 14200 (Total)

C. Mean ADT 10000 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 16 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 8% x (C) 10000 = 800

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 800 x (H) 100 % = 800

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.664

= 10.3

OREGON STATE HIGHWAY DEPARTMENT
INTERDEPARTMENTAL CORRESPONDENCE

Salem, Oregon
July [illegible], 1964

SUBJECT: Asphaltic Concrete Overlay
Mitchell Point-Hood River
Contract 6211

To: Gil Decker
Office

Benkelman Beam deflections were made on subject project a few years ago in both the spring and fall at mile points 60.0 and 59.2. All measurements made in the fall were well within the safe limit of 0.020 inches. The spring measurements, however, showed considerable effect of accumulated moisture in the base and/or subbase.

The spring measurements are as follows:

M.P.	Lane	Deflection Outside W.T.	Deflection Inside W.T.
60	WB	0.018	0.028
60	EB	0.024	0.034
60-50'	WB	0.022	0.036
60-50'	EB	0.030	0.028
59.2	WB	0.016	0.032
59.2	EB	0.022	0.022
59.2	Pass Lane	0.024	0.032
59.2-50'	WB	0.022	0.030
59.2-50'	EB	0.016	0.026
59.2-50'	Pass Lane	0.034	0.030

Using our latest value of deflection equivalency, 1 inch Class "B" AC = 0.00377 inches reduction in deflection, 4 inches of overlay will be required to reduce the deflections of the inside wheel tracks to a safe range during the wet season.

A third set of measurements were made at M.P. 56.7. These measurements indicated no excessive deflection in either spring or fall. Our correlation of M.P. with stationing is somewhat vague but I'm of the opinion M.P. 56.7 is to the west of the beginning station for subject project.

O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

c.c. F. W. Yarbrough

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 26, 1964

SUBJECT: Mitchell Point - Hood River
Columbia River Highway
Rogers Construction Company
Contract No. 6211

To: Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Need base design
from Rogers

Attention: G. A. Decker

On a recent visit to Mitchell Point-Hood River Project, Willis Grafe requested that we sample sections of failed surfacing to document the need for the two inches of additional overlay on this project. Enclosed herewith are copies of the results of five tests taken for this purpose. The results of these tests were quite surprising that the liquid limit and PI were either within or very close to specifications and that the gradation is within specifications. The only reason which I can give for the failures is the lack of base material. Seven and one-half inches appears to be the maximum depth in the failed areas. On this basis the additional two inches of overlay based on a two to one credit should give us the required depth.

Will you please transmit this information to Mr. Grafe.

J. F. Putnam
Assistant Division Engineer

JFP/pp

Encl.

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET OF SHEETS

Test hole #1

Station 965+96 26^{2} Rt L7''

Center Extg Rt Lane on Slide Section

Moisture ¾-0 = 11.8 dry wgt.

Total wgh = 56.78

-- 3½" AC

- 1¼" Oil Treated ¾-0 Base

- 7½" Base Material

Rocky Sub Grade

		Specs
SE =	16.3	min 35
LL =	25^{0}	max 27
PL =	20^{8}	
PI =	4^{2}	max 4

} 10.3% Passing #40

Screen Analysis

Course & Fine

Screen	% Retained
2"	0
1½	7.7
¾	27.3
½	11.9
⅜	7.3
¼	8.6
#4	5.0
#10	10.7
#40	11.2
#80	3.4
#200	3.2
Pass	3.7
Total	100%

} 37^{2} Specs 30 To 45 Pas ¼

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

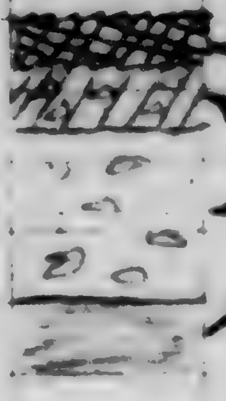
SHEET   OF   SHEETS

Test Hole #2

Station 1070+22 14 Rt WB

on Extg. Edge Pavement Moisture = ¼-0 6.5 dry wgt

Total wgt = 62.27



1" AC

1½" Oil Treated ¾-0 Base

7¼" Base Material

Subgrade Appears to be Rather Pl. Material

89% Passing #40

		Specs
SE	16.1	min 35
LL	23.8	max 30
PL	22.6	
PI	1.2	max 6

Screen Analysis

Screen	% Retained
2½"	0
1½	5.6%
¾	25.1
½	10.4
⅜	7.1
¼	8.7
#4	6.0
#10	15.0
#40	12.3
#80	3.3
#200	3.5
Pass	3.0
Total	100.0%

#4 through Pass: 45±

Specs
30 To 45 Passing ¼"

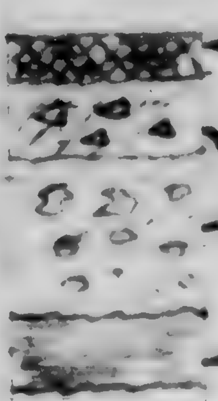
OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEE
SHEET ...... OF ...... SHEE

Test hole #3

Station 1103+09 16 Lt. W.B
Extg Edge Pavement

Total Weight
73.81



1" A.C
2½" Oil Treated ¾-0 Material
7½" Base Material
Ruthton Point Material (Subgrad

		Specs
S.E. =	23±	min 35
LL. =	21±	max 27
P.L. =	NP	NP
P.I. =	NP	NP

11.9% Passing #40

Screen Analysis

Screen	% Retained
2½	0
1½	3.0
¾	20.2
½	15.3
⅜	9.0
¼	9.9
#4	6.8
#10	13.2
#40	11.7
#80	3.0
#200	2.5
Pass	6.4
Total	100%

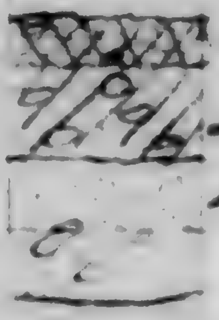
42± (sum of ¼ through #200)

Specs
30 To 45 Passing ¼"

Test hole #4 6-9-64

Station 1134+00 17 Lt W.B.
Extg Edge Pavement

Total weight
50.90



1½" A.C.
5" ¾-0 Binder
4" Base Material

Ruthlon Pit subgrade Material

		Specs
SE =	25^{7}	min 35
LL =	22^{3}	max 27
PL =	NP	NP
PI	NP	NP

10.2% Passing #40

Screen Analysis (Base Material only)

Screen	% Retained
2"	2.9
1½"	5.3
¾	23.4
½	10.2
⅜	6.5
¼	8.0
#4	5.3
#10	17.0
#40	11.8
#80	2.1
#200	2.8
Pass	5.3
Total	100%

43^{9} Specs 30 To 45 Passing ¼

OREGON STATE HIGHWAY DEPARTMENT

TABULATION

SHEET OF SHEET

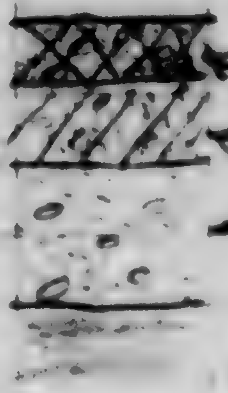
Test hole #4 6-19-64

3/4 - 0 only

Station 1134+00 17 Lt WB

Exlg Edge Pavement

Total Weight



	Specs
S.E. = 44^{9}	min 35
L.L. = 23^{L}	max 27
P.L. = NP	
P.I. = NP	

11.9% Passing #40

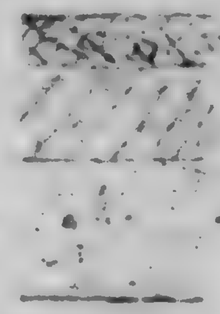
Screen Analysis (3/4-0 only)

Screen	% Retained		Specs
1"	0		
3/4	2.3	19^{3}	20 to 40 Ret. on 3/8
1/2	8.8		
3/8	8.2		
1/4	10.9		
#4	9.2	69^{8}	40 to 60 Passing 1/4
#10	29.5		
#40	19.2		
#80	4.2		
#200	3.5		
Pass	4.2		
Total	100%		

Test Hole #5   6-19-64

Station 1158+00 13' Rt of B
Extg Edge Pavement

Total weight
77.80



Spec's
SE = 17½ min 50
LL = 24.2 max 33
PL = NP NP
PI = NP NP
% Passing #4

Subgrade - Extremely weathered [illegible] [illegible] Material without fine granular Material

Screen Analysis

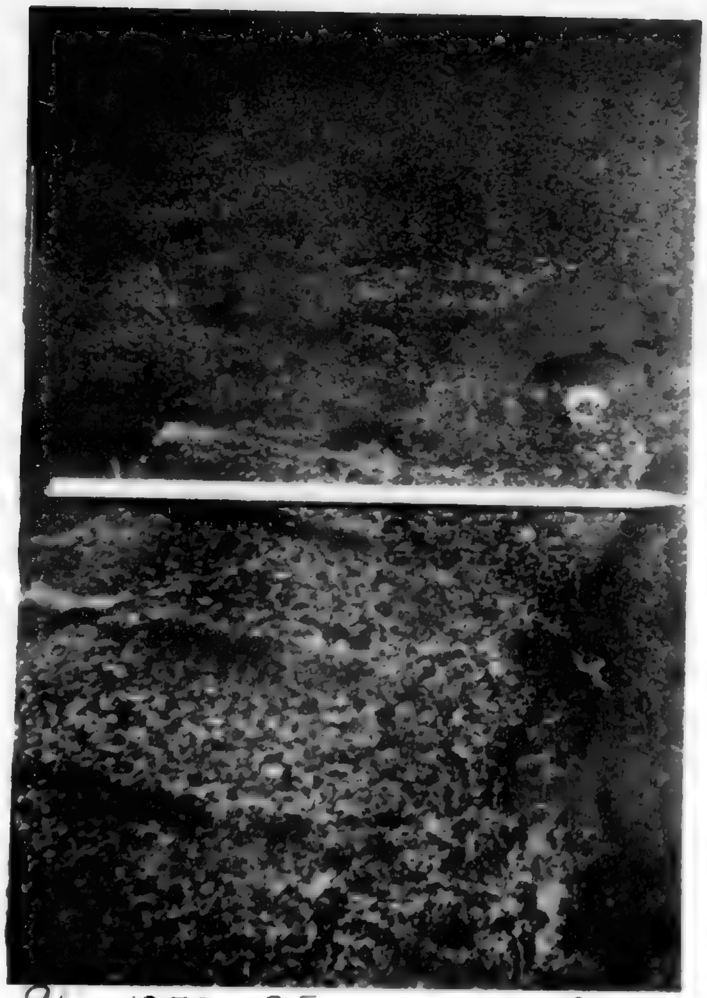
Screen	% Retained
2"	2.1
1½	6.1
¾	32.0
½	14.2
⅜	7.1
¼	6.6
#4	3.7
#10	11.3
#40	9.7
#60	1.6
#200	1.7
Pass	3.5
Total	100%

31.2   Spec.s 30-45 Passing ¼

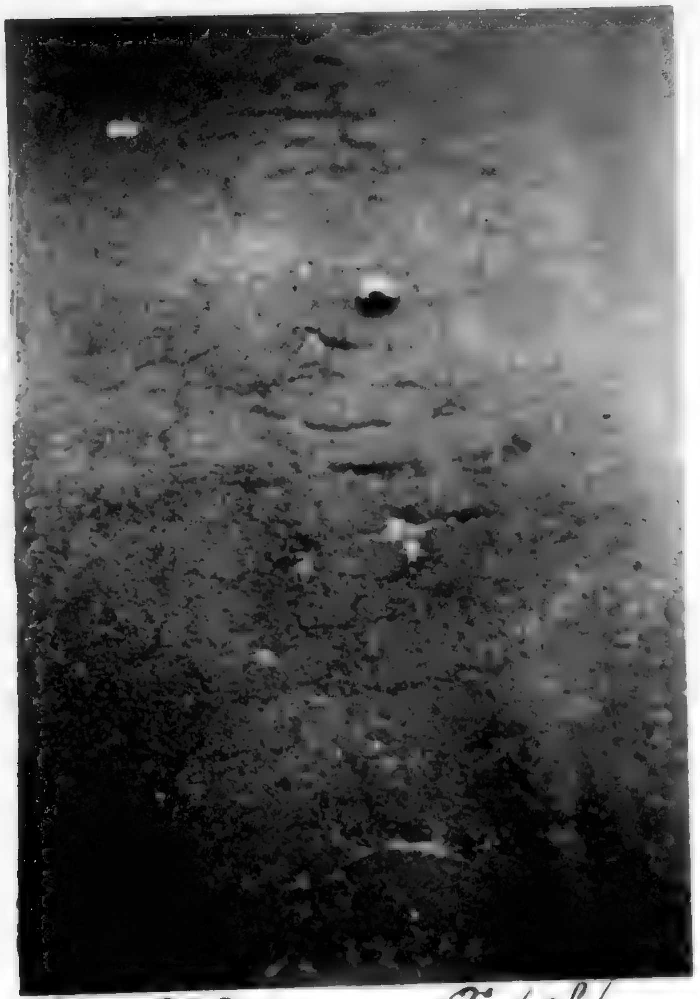
Sta. 956 Right 13'
Sta. 958+50 3' Left
Sta. 962 9' Left
Sta. 962 2' Left
Sta. 963 2' Left
Sta. 965 3' Right
Sta. 965 3' Right
Sta. 966 3' Right
Stu. 973 6' Left
Stu. 973 9' Left
Stu. 980 + 10 10' Right
Stu. 994 + 30 11' Right
Sta. 1002 + 05 ℄
Sta. 1030 + 00 2' Right
Stu. 1035 - 1036 Full Width

Sta. 1038 + 75 3' Right
Sta. 1052 + 25 14' Right
Sta. 1053 + 90 6' Right
Sta 1054 + 50
Sta. 1055 - 1056 8' Left
St 1076 8' Left
Sta. 1077 2' Left
Stu. 1084 + 85 2' Right
Sta. 1104 + 20 5' Right
Sta. 1108 + 60 10' Right
Sta. 1113 + 00 6' Right
Sta. 1115 + 30 - 1118 + 80 6' Right
Sta. 1121 + 75 8' Right
Sta. 1141 6' Right
Sta. 1197 + 50 8' Right

Sta. 958+50	3' Left
Sta. 962	9' Left
Sta. 962	2' Left
Sta. 963	2' Left
Sta. 965	3' Right
Sta. 965	3' Right
Sta. 9[illegible]	3' Right
Sta. 973	6' Left
Sta. 973	9' Left
Sta. 980+10	10' Right
Sta. 994+30	11' Right
Sta. 1002+05	2
Sta. 1030+00	2' Right
Sta. 1035 - 1036	Full Width



Sta. 1052+25	14' Right
Sta. 1053+90	6' Right
Sta. 1054+50	
Sta. 1055 - 1056	8' Left
Sta. 1076	8' Left
Sta. 1077	2' Left
Sta. 1084+85	2' Right
Sta. 1104+20	5' Right
Sta. 1108+60	10' Right
Sta. 1113+00	6' Right
Sta. 1115+30 - 1118+80	6' Right
Sta. 1121+75	8' Right
Sta. 1141	6' Right
Sta. 1197+50	8' Right

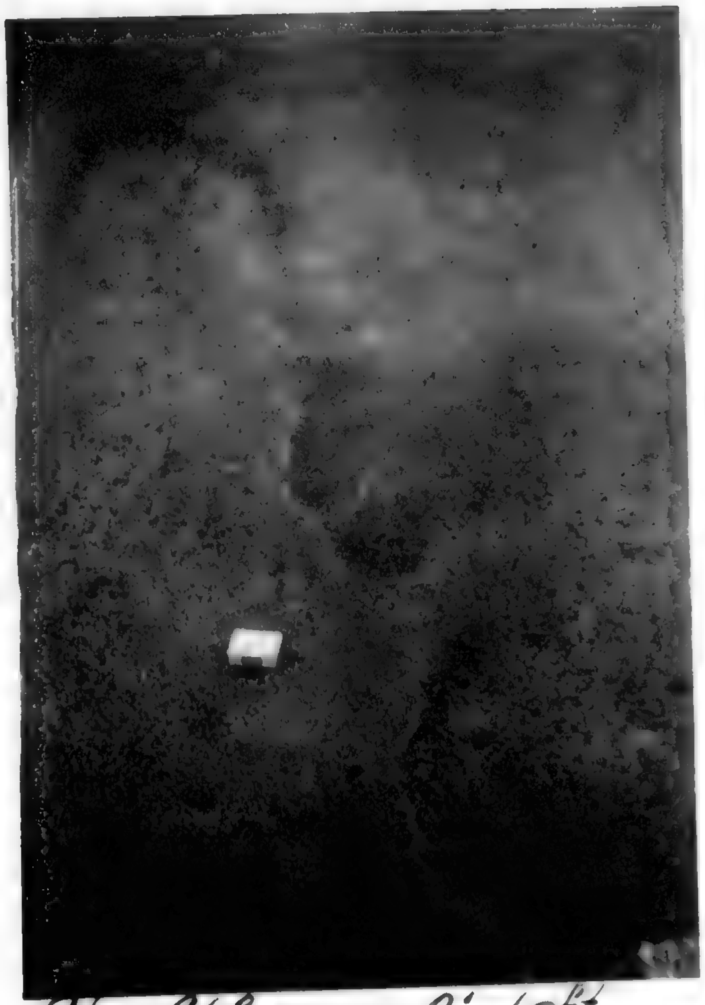


Sta. 962	9' Left
Sta. 962	2' Left
Sta. 963	2' Left
Sta. 965	3' Right
Sta. 965	3' Right
Sta. 96[illegible]	3' Right
Sta. 973	6' Left
Sta. 973	9' Left
Sta. 980 + 60	10' Right
Sta. 994 + 30	11' Right
Sta. 1002 + 05	℄
Sta. 1030 + 00	2' Right
Sta. 1035 - 1036	Full Width

Sta. 1053 + 90	6' Right
Sta. 1054 + 50	
Sta. 1055 - 1056	8' Left
Sta. 1076	8' Left
Sta. 1077	2' Left
Sta. 1064 + 85	2' Right
Sta. 1104 + 20	5' Right
Sta. 1108 + 60	10' Right
Sta. 1113 + 00	6' Right
Sta. 1115 + 30 - 1118 + 80	6' Right
Sta. 1121 + 75	8' Right
Sta. 1141	6' Right
Sta. 1197 + 50	8' Right

Sta. 962	2' Left
Sta. 963	2' Left
Sta. 965	3' Right
Sta. 965	3' Right
Sta. 966	3' Right
Sta. 973	6' Left
Sta. 973	2' Left
Sta. 980 + 10	10' Right
Sta. 994 + 30	11' Right
Sta. 1002 + 05	℄
Sta. 1030 + 00	2' Right
Sta. 1035 - 1036	Full Width

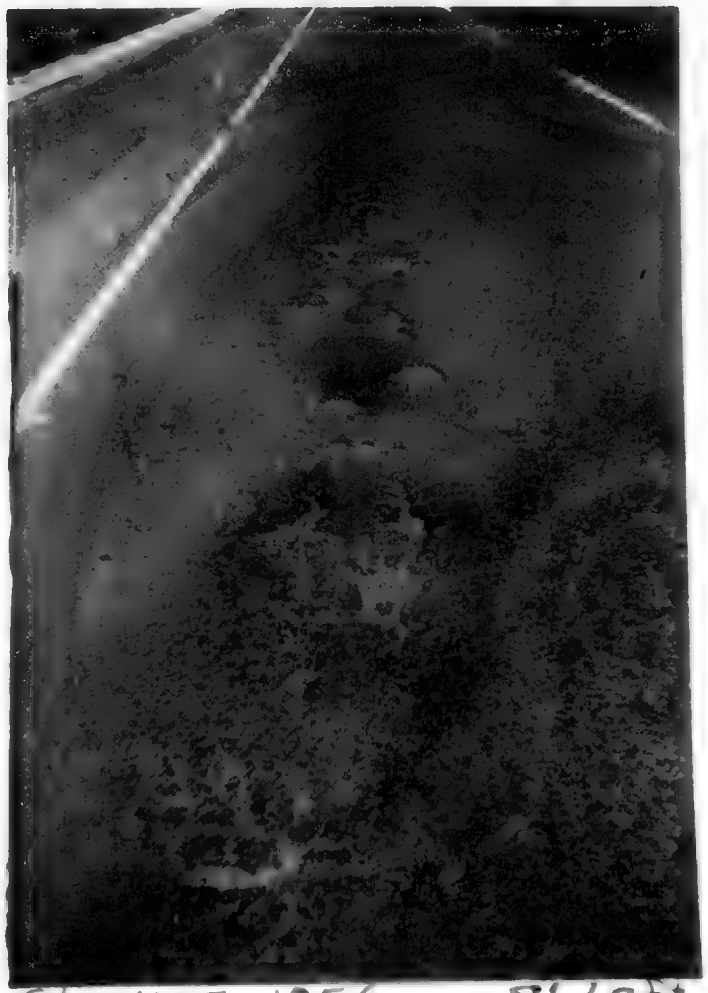
Sta 1054 + 50	
Sta. 1055 - 1056	8' Left
Sta. 1076	8' Left
Sta. 1077	2' Left
Sta. 1084 + 85	2' Right
Sta. 1104 + 20	5' Right
Sta. 1108 + 60	10' Right
Sta. 1113 + 00	6' Right
Sta. 1115 + 30 - 1118 + 80	6' Right
Sta. 1121 + 75	8' Right
Sta. 1141	6' Right
Sta 1197 + 50	8' Right



Sta. 963	2' Left
Sta. 965	3' Right
Sta. 965	3' Right
Sta. 966	3' Right
Sta. 973	6' Left
Sta. 973	9' Left
Sta. 980 + 10	10' Right
Sta. 994 + 30	11' Right
Sta. 1002 + 05	℄
Sta. 1030 + 00	2' Right
Sta. 1035 - 1036	Full Width

Sta. 1055 - 1056	8' Left
Sta. 1076	8' Left
Sta. 1077	2' Left
Sta. 1084 + 85	2' Right
Sta. 1104 + 20	5' Right
Sta. 1108 + 60	10' Right
Sta. 1113 + 00	6' Right
Sta. 1115 + 30 - 1118 + 80	6' Right
Sta. 1121 + 75	8' Right
Sta. 1141	6' Right
Sta. 1197 + 50	8' Right

Sta. 963	2' Left
Sta. 965	3' Right
Sta. 965	3' Right
Sta. 966	3' Right
Sta. 973	6' Left
Sta. 973	9' Left
Sta. 980 + 10	10' Right
Sta. 994 + 30	11' Right
Sta. 1002 + 05	℄
Sta. 1030 + 00	2' Right
Sta. 1035 - 1036	Full Width



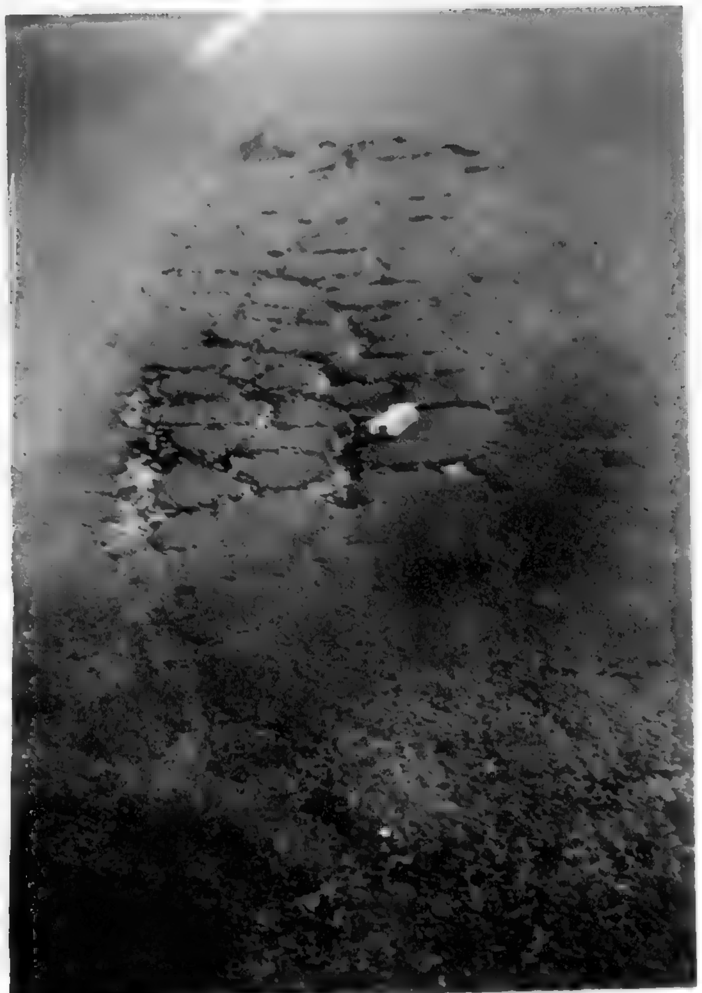
Sta. 1055 - 1056	8' Left
Sta. 1076	8' Left
Sta. 1077	2' Left
Sta. 1084 + 85	2' Right
Sta. 1104 + 20	5' Right
Sta. 1108 + 60	10' Right
Sta. 1113 + 00	6' Right
Sta. 1115 + 30 - 1118 + 80	6' Right
Sta. 1121 + 75	8' Right
Sta. 1141	6' Right
Sta. 1197 + 50	8' Right

Sta. 965	3' Right
Sta. 965	3' Right
Sta. 968	3' Right
Sta. 973	6' Left
Sta. 973	9' Left
Sta. 980 + 10	10' Right
Sta. 994 + 30	11' Right
Sta. 1002 + 05	℄
Sta. 1030 + 00	2' Right
Sta. 1035 - 1036	Full Width

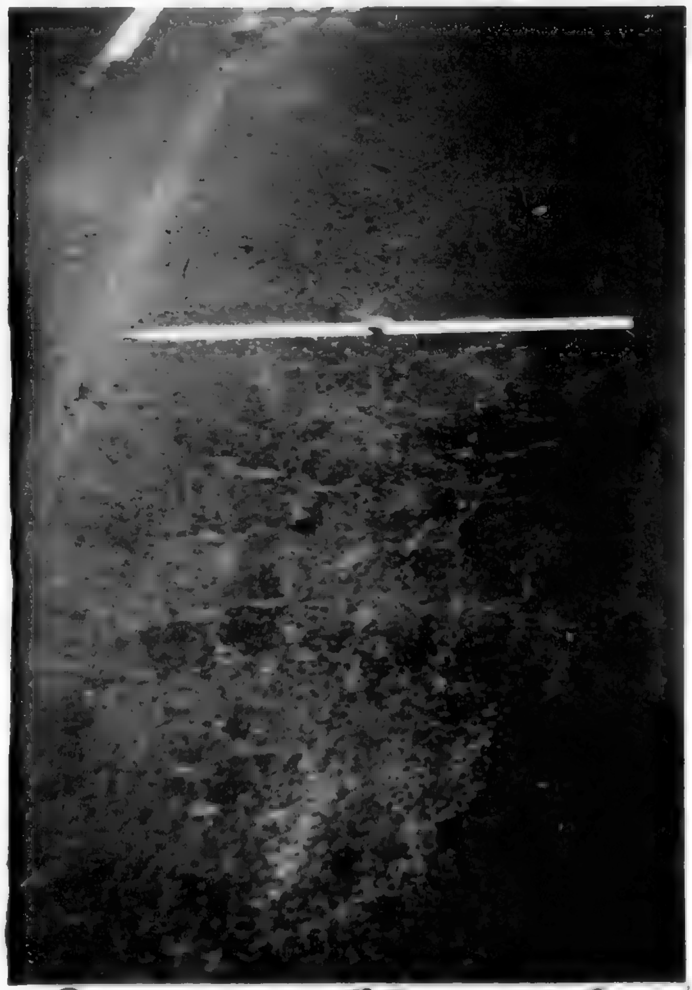
Sta. 1076	8' Left
Sta. 1077	2' Left
Sta. 1084 + 85	2' Right
Sta. 1104 + 20	5' Right
Sta. 1108 + 60	10' Right
Sta. 1113 + 00	6' Right
Sta. 1115 + 30 - 1118 + 80	6' Right
Sta. 1121 + 75	8' Right
Sta. 1141	6' Right
Sta. 1197 + 50	8' Right

Sta. 965 3' Right
Sta. 966 3' Right
Sta. 973 6' Left
Sta. 973 9' Left
Sta. 980 + 10 10' Right
Sta. 994 + 30 11' Right
Sta. 1002 + 05 ℄
Sta. 1030 + 00 2' Right
Sta. 1035 - 1036 Full Width

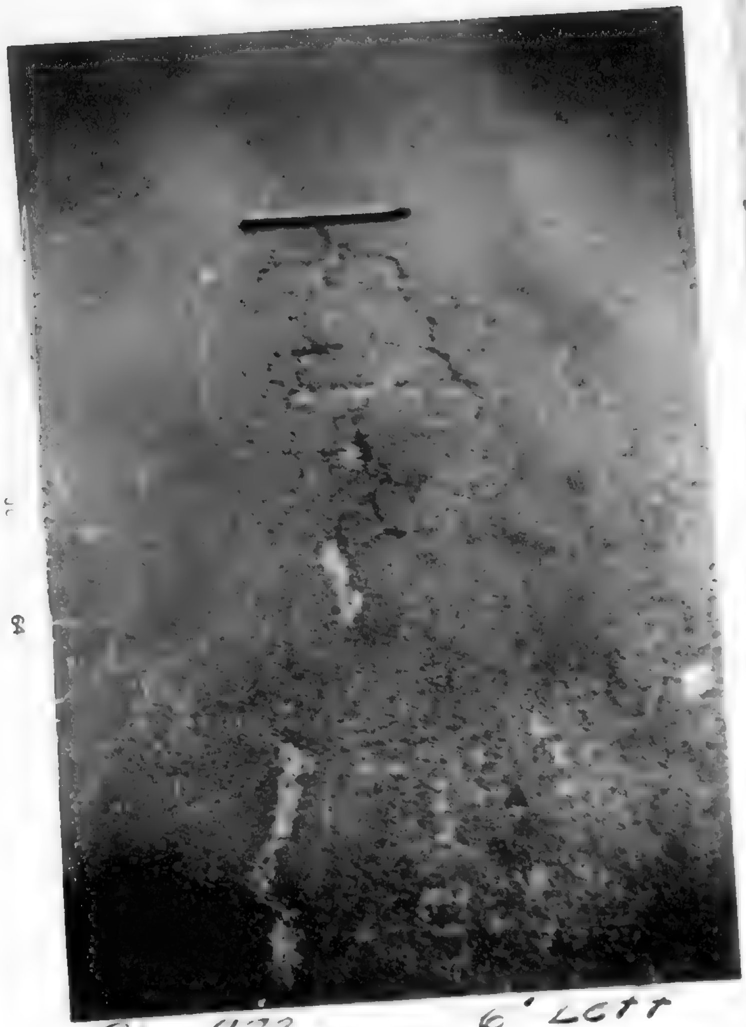
Sta. 1077 2' Left
Sta. 1084 + 85 2' Right
Sta. 110[illegible] + 20 5' Right
Sta. 1108 + 60 10' Right
Sta. 1113 + 00 6' Right
Sta. 1115 + 30 - 1118 + 80 6' Right
Sta. 1121 + 75 8' Right
Sta. 1141 6' Right
Sta. 1197 + 50 8' Right



Sta. 966	3' Right
Sta. 973	6' Left
Sta. 973	9' Left
Sta. 980 + 60	10' Right
Sta. 994 + 80	11' Right
Sta. 1002 + 02	℄
Sta. 1030 + 00	2' Right
Sta. 1035 - 1036	Full width



Sta. 1064 + 85	2' Right
Sta. 1104 + 20	5' Right
Sta. 1108 + 60	10' Right
Sta. 1113 + 00	6' Right
Sta. 1115 + 30 - 1118 + 80	6' Right
Sta. 1121 + 75	8' Right
Sta. 1141	6' Right
Sta. 1197 + 50	8' Right



Sta. 973	6' Left
Sta. 973	9' Left
Sta. 980 + 10	10' Right
Sta. 994 + 30	11' Right
Sta. 1002 + 05	℄
Sta. 1030 + 00	2' Right
Sta. 1035 - 1036	Full width

Sta. 1104 + 20	5' Right
Sta. 1108 + 60	10' Right
Sta. 1113 + 00	6' Right
Sta. 1115 + 30 - 1118 + 80	6' Right
Sta. 1121 + 75	8' Right
Sta. 1121	6' Right
Sta. 1197 + 50	8' Right

Sta. 973	9' Left
Sta. 980 + 10	10' Right
Sta. 994 + 30	11' Right
Sta. 1002 + 05	℄
Sta. 1030 + 00	2' Right
Sta. 1035 - 1036	Full Width

Sta. 1108 + 60	10' Right
Sta. 1113 + 00	6' Right
Sta. 1115 + 30 - 1118 + 80	6' Right
Sta. 1121 + 75	8' Right
Sta. 1141	6' Right
Sta. 1197 + 50	8' Right

990 + 10 10' Right

Sta. 994 + 30 11' Right

Sta. 1002 + 05 ℄

Sta. 1030 + 00 2' Right

Sta. 1035 - 1036 Full Width

Sta. 1113 + 00 6' Right

Sta. 1115 + 30 - 1118 + 80 6' Right

Sta. 1121 + 75 8' Right

Sta. 1141 6' Right

Sta. 1197 + 50 8' Right

Sta. 980 + 10	10' Right
Sta. 994 + 30	11' Right
Sta. 1002 + 05	℄
Sta. 1030 + 00	2' Right
Sta. 1035 - 1036	Full Width

Sta. 1113 + 00	6' Right
Sta. 1115 + 30 - 1118 + 80	6' Rgt
Sta. 1121 + 75	8' Right
Sta. 1141	6' Right
Sta. 1197 + 50	8' Right

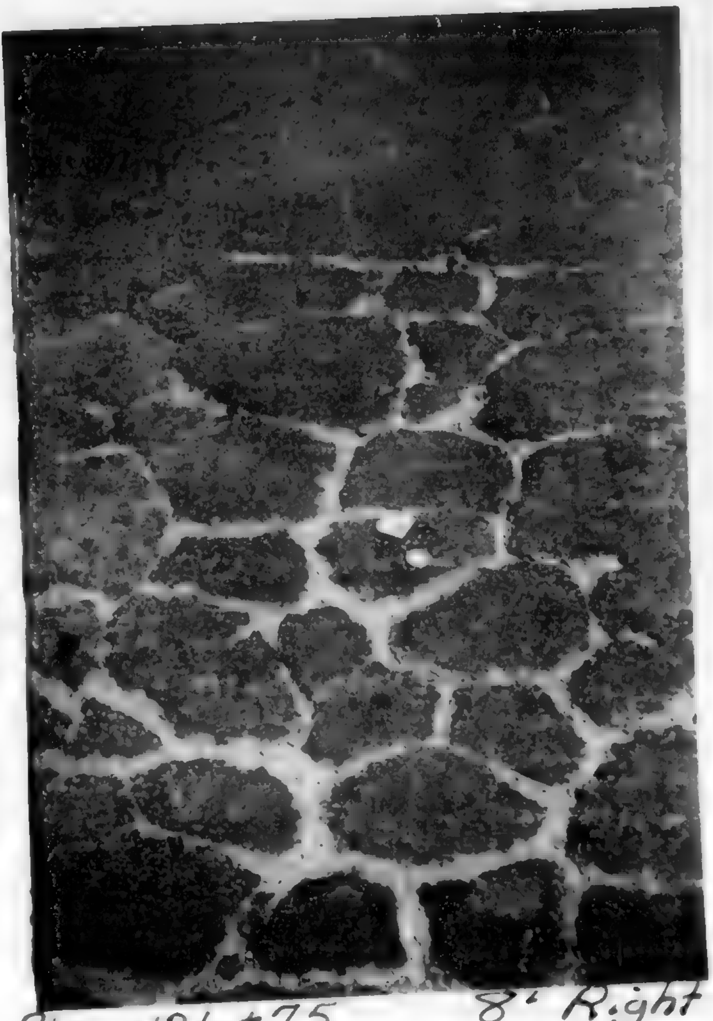
Sta. 994+30 11' Right
Sta. 1002+05 ℄
Sta. 1030+00 2' Right
Sta. 1035-1036 Full Width

Sta. 1115+30 - 1118+80 6' Right
Sta. 1121+75 8' Right
Sta. 1141 6' Right
Sta. 1197+50 8' Right

Sta. 1002 + 05 ℄

Sta. 1030 + 00 2' Right

Sta. 1035 - 1036 Full Width



Sta. 1121 + 75 8' Right

Sta. 1141 6' Right

Sta. 1197 + 50 8' Right

Sta. 1030 + 00 2' Right

Sta. 1035 - 1036 Full Width

Sta. 1141 6' Right

Sta. 1197 + 50 8' Right

Sta. 1035 - 1036 Full Width

Sta 1197+50 8' Right

Form E-200—5M

RECEIVED
AUG 14 1964

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 27 1964 By [illegible]
Title [illegible]
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Mitchell Point - Hood River
Highway Columbia River
County Hood River
Contractor Rogers Construction Co.
Address 11760 N. E. Glisan St., Portland, Oregon

Date July 21, 1964
Contract No. 6211
Prefix 614-1053
F. A. Project No. I-80N-2(29)56 & I-80N-3(32)61
Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Adjust Manhole

Location by station numbers:

1197+50 ℄ E.B. (See sheet 12-B of Grading Plans)

Estimate of quantities and cost:

Materials	$ 30.00
Labor	200.00
Equipment	70.00
Total	$300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Manhole must be raised approximately 18" to meet new grade. This was overlooked in the plans. Notaing set up in contract. Work must be performed about July 27, 1964.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $896,806.86
Present estimate of project cost, including $300.00 for work under this order $967,000.00
Expected ~~under-run~~ over-run amount $70,193.14
Expected ~~under-run~~ over-run per cent 7.8

Space to right of this line is for use of Salem Office

Submitted by: /s/ G. A. Starkey
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: J. F. Putnam, Asst.
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

Original copy to Young
8-14-64

RECEIVED
MAY 26 1964
FOR FILING

COMMERCIAL PRODUCTS
HIGHWAY SIGNS
ARCHITECTURAL PRODUCTS
ADVERTISING IDENTIFICATION SIGNS

CALIFORNIA METAL ENAMELING COMPANY
6904 EAST SLAUSON AVENUE • LOS ANGELES 22, CALIFORNIA • RAYMOND 3-6351

6211

May 20, 1964

351

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem 10, Oregon

Dear Mr. Shaw:

I wish to thank you for the time which you and the other members of the Oregon State Highway Commission spent with Mr. Liedlich, Mr. Stillwell, and me last Wednesday afternoon in discussing the specifications covering reflectorized guide signs for the State of Oregon.

Since the meeting, we have discussed at length the problems posed in setting up a specification that will answer the requirements of the State as well as be reasonable and equitable to the manufacturer. In order to accomplish this, we referred to the Bureau of Public Roads Policy and Procedure Memorandum 20-6.2 dated January 26, 1962. This Memorandum was most helpful in setting forth the requirements of the Bureau which could be made a part of the Oregon specification and accomplish the desired objective of making certain that the materials and workmanship are in accordance with the plans and specification requirements.

As a part of this letter, we are attaching our recommendations on test requirements to be set up in the Oregon specifications for reflectorized white removable legend utilizing acrylic reflectors. We are also attaching our recommended specifications covering the Type A laminated honeycomb aluminum panels which we strongly recommend be substituted for the present requirements. Included in this specification are a panel flatness requirement and wave slope determination.

It is our sincere belief that the attached recommended specifications covering the testing of the reflector units will provide the State with ample safeguards for the maintenance of the highest quality of workmanship and materials. We are making three basic suggestions in the writing of these specifications:

1. That for preliminary job control samples and tests, the testing of the reflector units be performed prior to assembly of the reflector units and that for sign fabricators out of state, arrangements be made for certified lot testing by an approved local State Highway Inspector.

RECEIVED
MAY 21 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD P. SHAW

original To Young
5-22-64

SINCE 1911 : 50 YEARS OF PROGRESS IN PORCELAIN ENAMEL

2. That on final samples and tests made on reflectors taken at random from the jobsite, the results be based on an average of the lot reading rather than on a specific number and only based on reflectance values as shown in the specific brightness requirements.

3. That the laboratory maintain the reflector units which have failed and pass them on to the manufacturer who could then re-evaluate these reflectors if he cared to. In the event of failure of the final test, one retest could be made in order to assure compliance with the specifications upon approval of the District Highway Engineer.

We are also suggesting that under the section dealing with fabrication of reflectorized cutout legend, an extra sentence be added that "Any reflectorized legend showing damage in installation or shipment shall be replaced or repaired as required." Attention should be drawn to the engineer to make as part of his sign inspection program a general check of the reflector units themselves as well as the sign background, copy, spacing, etc.

We feel certain that under the suggested specifications, the State Highway Department would maintain their high standard of quality without unduly causing hardship to the contractor or his subcontractors on the project. We respectfully request that these suggested changes be considered as promptly as feasible for inclusion in the next bid letting.

If we can be of further assistance in answering any technical questions or supplying additional information, we hope you will please not hesitate to contact us.

Very truly yours,

CALIFORNIA METAL ENAMELING COMPANY

H. V. Penton
President

HVP/db

cc: Mr. Tom Edwards

Job Control Samples and Tests

1. For qualification purposes only, 53 samples of each size reflector used on this project shall be submitted by the manufacturer to the engineer prior to assembly. For sign fabricators not in the State of Oregon, samples of materials taken by Central Laboratory personnel at the production plant shall be tested at the Central Laboratory with numerical results obtained for each of the required tests reported to the project personnel.

2. For acceptance purposes, the 53 samples of each size of reflector shall be selected at random by the engineer or Central Laboratory personnel. Sample lot and acceptance practice will be as noted under "Reflector Optical Requirements" of the Specifications and will be the same regardless of the size of shipment.

Final Samples and Tests

1. In order to verify conformity with plans and specification requirements, final samples of reflector units shall be made.

2. Final samples shall be taken as work is completed and before it is covered or disturbed by a subsequent construction stage in order to minimize damage to finished work and facilitate the procurement of satisfactory samples.

3. Final tests shall consist of a sampling of fifty units of reflectors of each size contained in project to be tested for conformance to "Specific Brightness" requirements. For purposes of compliance, the total reflectance values of all fifty reflectors of each size shall be computed and divided by fifty, to arrive at the average specific brightness of the lot tested. Failure of the lot to meet minimum values as set forth in these specifications shall constitute failure of all reflectors of size tested on work provided.

4. Due to lot failure reported or results questioned as to reliability of tests performed, one additional lot for final testing may be submitted to the Central Laboratory at the option of the Highway Engineer. Sufficient sampling and testing should be done as prescribed herein to assure that the materials used conform with specification requirements.

5. All lot test samples shall be furnished to the State by the contractor as part of his contract requirements. Any reflectors tested and found to not meet specifications set forth above shall be kept by the Central Laboratory and identified on the back or in a permanent manner. These reflector units shall be made available to the contractor upon request for a period of 120 days subsequent to reported failure for laboratory evaluation and determination of reflector failure.

May 8, 1964

Mr. H. V. Penton, President
California Metal Enameling Company
6904 East Slauson Avenue
Los Angeles 22, California

Dear Mr. Penton:

Your letter of May 1 refers to failure of reflector buttons to pass inspection on the Mitchell Point-Hood River County Line project on the Columbia River Highway.

We do not wish to discuss matters pertaining to the contract with others than the prime contractor. The project is his responsibility and any discussion of this sort should be carried on with and through him.

We will be happy to discuss with you anything in connection with the specifications, if you feel some modification should be made in future projects. I am advised that the specification which was used in this project was based on recommendations made by the three principal suppliers in the industry.

My calendar is quite full, except for the afternoon of May 12 and 13. If this will be a satisfactory time, please advise which day you would prefer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
F. D. Morgan
G. L. Decker
L. E. George

COMMERCIAL PRODUCTS
HIGHWAY SIGNS
ARCHITECTURAL PRODUCTS
ADVERTISING IDENTIFICATION SIGNS

CALIFORNIA METAL ENAMELING COMPANY
6904 EAST SLAUSON AVENUE • LOS ANGELES 22, CALIFORNIA • RAYMOND 3-6351

May 1, 1964

Oregon State Highway Commission
State Highway Building
Salem 10, Oregon

Attention: Mr. Lloyd P. Shaw, Assistant State Highway Engineer

Subject: Hood River, Mitchell Point
Project I-80N-2(29)56, I-80N-3(32)61

Gentlemen:

At a meeting held on Wednesday, April 22, with Mr. F. D. Morgan, G. A. Starkey, and L. E. George, representatives of the California Metal Enameling Company requested approval of the reflector buttons based on a retest of reflectors performed on April 3, 1964. The reflectors had previously been rejected because of failure of laboratory tests of job lot samples. This request was denied on the basis that the Oregon State Highway specifications did not call for any retesting procedure.

Since this meeting, we have discussed this problem with the manufacturer of the reflector buttons, Elastic Stop Nut Corporation, in Elizabeth, New Jersey. ESNA manufactures reflector buttons used in all fifty states of the nation in accordance with the Bureau of Public Roads' requirements and the various State Highway Department specifications. Attached, we are submitting a copy of a letter from Mr. J. F. Brady, Manager of the Stimsonite Division, outlining his questions concerning the rejection of the reflectors.

We are listing below the reasons why we feel that the original test was not truly representative of the condition of the reflectors and why we are requesting that the reflectors be approved based on the laboratory test of April 3, 1964.

1. The original sign panels were shipped to Oregon from California in June of 1963. At that time, the necessary 53 reflector buttons were forwarded for each size of reflector required on the job per specifications. These were sent to the Sign Shop at Salem along with the 9' x 4' test panel. We were notified on November 7, 1963, that the reflectors apparently had been lost; therefore, no field tests had been made of the reflectors at that point.

copies To Morgan
5-4-64

On November 11, 1963, an additional quantity of each size reflector was sent to the Resident Engineer, who exchanged samples for reflectors from signs, under the direction of Mr. Ed J. Rief. They were then sent to the laboratory for testing on December 20, 1963. In other words, approximately six months ensued between the date of shipment of the signs and the tests run to check compliance of the reflectors. Because of this delay, the possibilities of field damage, vandalism, and normal wear and tear might well have been factors causing reflector damage.

2. On this job, there were approximately 30,000 reflector buttons involved: 9,083 #1's, 13,065 #3's, 8,838 #8's, and 348 #10's. The specifications call for testing only 53 of each size reflector. This, of course, would indicate that the lot sampling is extremely small in proportion to the reflectors used. In addition, only two failures are allowed out of each lot. Therefore, if such a thing were to happen that, inadvertently, three damaged reflectors were taken as a lot sample, under the present system, this could mean that many thousands of otherwise excellent reflectors would be rejected merely on the basis of the one test. This does not constitute a fair or reasonable sample test when such substantial numbers of reflectors are involved and such extremely high costs are related to field work of this nature.

3. All of the reflectors which were used on the original test were disposed of by the laboratory without giving Cameo an opportunity to recheck or retest the reflectors involved. The possibility of errors creeping into the test itself is a possible factor, or the problem of reflectors being damaged inadvertently after being taken from the signs is another possibility which should be considered. The matter of removing the reflectors from the signs themselves is also a hazard, since unfamiliar workmen are involved in this operation and could very easily damage reflectors while removing them from the signs in the field. This nearly occurred while I was present at the jobsite on the 20th of March when approximately twelve reflectors dropped 15' from a letter being removed and landed on the crushed rock under the sign. This is an indication of what might have happened in the case of the original reflectors, as any number of risks are involved in handling which could have accounted for some of the damaged reflectors showing up for the original test.

4. As the reflectors were being removed for the second series of tests, Mr. Rief and I closely examined the reflectors on the signs from which the original reflectors were taken. In the majority of cases, the reflectors on the second lot for testing were taken from letters adjacent to those on the original test. We found only one instance of a slightly abraded reflector and, in fact, the reflectors generally appeared to be uniformly free from abrasion.

5. On a nighttime check of the signs in question on the 19th of March, the reflectivity of the signs was found to be excellent in all respects. There was no impairment of the brilliance of the reflectors, nor were any signs found to be non-uniform or lacking in any manner the expected reflectivity of the copy and borders.

6. All reflector buttons used on the above referenced project were lot tested prior to usage, in accordance with the State of California Specifications, by the Division of Highways Laboratory. In addition, the buttons were lot tested by the manufacturer under exact specifications identical to those of the State of Oregon prior to shipment to Cameo and prior to the inspection of the California Division of Highways Laboratory. We submit that adequate safeguards for the quality and integrity of the reflectors were taken on the reflectors used in this project.

7. A comparison was drawn between the first and second testing of the buttons. The first test was made on the 20th of December and the second on the 3rd of April. The significant difference between the first and second testing is shown by the sample below, with averages shown on one of the typical readings of the three sizes of buttons in question:

		1-1/2"	1-1/4"	5/8"
First Test	Average Reading	15.9	10.2	9.5
Second Test	Average Reading	18.8	15.8	12.3
% of Increase		+19%	+55%	+29%
Oregon Spec.		8.0	8.0	8.0

The second testing clearly shows a marked increase in readings with all three sizes passing the Oregon specification of 8 candlepower by greater than 50%.

8. The Policy and Procedure Memorandum 20-6.2 of the Bureau of Public Roads under Section 2, "Objective," states the following:

> The objective of the sampling and testing performed on highway construction projects is to ascertain whether materials used or proposed for use and the construction work accomplished or in progress conform with plans and specification requirements and to alert the contractor and supervising engineers to the need for corrective action in case of nonconformity. Sufficient sampling and testing should be done as prescribed herein to assure that the objective is accomplished.

> We believe that it is consistent with Bureau policy, as is stated above, to procure sufficient sampling to assure that the objective is accomplished of meeting the specifications. There was clearly a question as to reliability of the first sampling and, correctly, additional samples should have been obtained to verify the findings. The results of the second sampling offer ample evidence of conformity to specifications. This procedure is borne out by past practices in other states as evidenced by Mr. Brady's letter of April 30.

We respectfully request that, in light of the foregoing information, the Oregon State Highway Department approve the reports dated April 3, 1964, of the Oregon Highway Department Laboratory and accept the reflectors on said job. We would further like to request that an early restudy be made of the testing procedures set up under the current specifications for reflectorized letters to determine whether a lot-sample testing procedure would provide adequate safeguards for the State in the use of these letters.

It has been made manifestly clear in the matter of the Hood River, Mitchell Point project that any manufacturer who would undertake to use reflector button type letters covered under the specifications would be taking an extreme and undue risk completely out of proportion to the monetary value of the reflectors. Only a few reflectors, at an average cost of 10¢ apiece, could jeopardize acceptance of signs worth many thousands of dollars and could involve field replacement work that would be actually higher in cost than the total original contract for the signs. This disproportionate risk would hardly make it worthwhile to ever submit signs for approval and would price the use of reflectorized copy of this type so high as to make it impractical for future use.

I am planning on being in the northwest during the week of May 11 and would appreciate the opportunity of discussing this matter with you at that time. If you would please let me know if this would be convenient, I'd be glad to arrange my schedule accordingly.

We believe that Cameo's record of fulfillment of contractual obligations has been one that can be looked upon with pride and accomplishment in the State of Oregon. The reflectorized copy on the signs in this project is excellent in all respects and we are not requesting the State to approve any substandard or questionable material. The tests recently performed fully vindicate the quality of the reflectors. We believe that our request is reasonable and just, under the circumstances, and that the contract should be approved.

Very truly yours,

CALIFORNIA METAL ENAMELING COMPANY

H. V. Penton
President

RECEIVED
MAY 4 1964
OFFICE OF
STATE HIGHWAY ENGINEER

HVP/db
cc: Messrs. T. Edwards,
F. D. Morgan, and
G. H. Starkey

RECEIVED
MAY 4 - 1964

FOR FILING

Copy

[illegible]

Order for Extra Work

TO BE PERFORMED AT [illegible]

Project Name [illegible] Date [illegible], 19[illegible]

Highway [illegible]

County [illegible]

Contractor [illegible]

Address [illegible]

The following work [illegible] contract.

Description of work to be done:

[illegible]

Location by station numbers: [illegible]

Estimate of quantities and cost:

[illegible]

.00

.00

.00

Explanation: (Explain fully the conditions which cause this work to be classed as "extra work.")

[illegible]

[illegible] work about [illegible]

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . $[illegible]

Present estimate of project cost, including

$[illegible] for work under this order [illegible]

Expected underrun/overrun amount . . . . . . $

Expected underrun/overrun per cent . . . . . .

NOTED
LLOYD P. SHAW

Submitted by: /s/ [illegible] Resident Engineer

Approval Recommended: [illegible]

Approval Recommended: /s/ [illegible] Division Engineer

Approved [illegible]

State Printing

RECEIVED
APR 16 1964
FOR FILING

[illegible]
[illegible]
6211 [illegible]

Salem, Oregon
April 15, 1964

Mr. Lloyd Shaw

I note from some correspondence that instances have occurred wherein field engineers have asked the Traffic Engineer for instructions when there has been apparent failure of the sign materials to meet specifications.

This is not a good approach, and I believe it appropriate that a circular letter be issued instructing personnel that the proper procedure is to determine to their own satisfaction by appropriate tests whether the material does or does not meet the specifications. If it passes, it should be accepted; if it does not pass, it should be rejected. There should be no second-guessing by the Traffic Engineer.

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Forrest Cooper
R. L. Porter
F. B. Crandall
G. W. Harra

FORM 2-90X 50M 3-63 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 10, 1964

SUBJECT: Replacement of Defective Material
Mitchell Point-Hood River Signing

To: Glenn A. Starkey
Resident Engineer
Hood River

It is the recommendation of this office that the contractor proceed to replace both defective reflector buttons and defective laminated panels such that they will meet all requirements of the specifications for the project.

Original sampling and testing of the reflector buttons indicated that certain sizes did not meet the requirements of the specifications. The sizes that failed should be replaced by the contractor at no expense to the State. The same course of action should be followed on the replacement of the panels.

FOR L. E. George
Ass't. Traffic Engineer

LEG:sm
cc: Tom Edwards
Frank Morgan
Dean Swift

NOTED
TOM EDWARDS

RECEIVED
APR 1[illegible]
[illegible]
STATE HIGHWAY [illegible]

NOTED
TOM EDWARDS

FORM E-90 9CM 6-61 90081

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
April 6, 1964

SUBJECT: Mitchell Point - Hood River Signing

To: Mr. F. B. Crandall
Traffic Engineer
Salem, Office

Samples of sign legend buttons were taken from the subject project & reported on Laboratory numbers 671568, through 671571. The reports indicate that they did not pass specifications. The predominant reason appears to be because the faces were badly abraded. Mr. Rief has recently taken additional samples which are reported on Lab. numbers 681648 through 681650. These reports indicate that the samples taken are satisfactory.

Please advise as to what course of action should be taken.

Gln Starkey
Glenn A. Starkey
Resident Engineer

cc: Mr. Dean Swift

RECEIVED
APR 13 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

April 6, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons

A. W. Parsons, Division Engineer
Salem, Oregon

Order for Extra Work No. 7, Ditch lining
Mitchell Pt.-Hood River Section
Project I-80N-2(29)56

Returned herewith approved is subject order covering clay lining of ditches to prevent entrance of water into subgrade and surfacing material.

Observation of the area in question reveals the pavement distress to extend for some distance along the roadway, and it is our recommendation that in addition to the proposed treatment consideration be given to construction of subgrade cutoff ditches as presently being placed with good success on other projects.

Encl.

OFFICE OF
STATE HIGHWAY ENGINEER

original to Young with attach.
4-13-64

CEIVED
R 31 1964
FOR FILING

March 31, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the lining of a cut ditch on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County, Contract No. 6211, in connection with Federal-Aid Project No. I-80N-2(29)56 and I-80N-3(32)61.

Lining the ditch between Stations 1033 and 1049, right, is necessary to prevent seepage of water into the subgrade. Copies of the Resident Engineer's letter detailing the conditions and explaining the need are enclosed.

This work has been verbally recommended for approval by the BPR Area Engineer. As an emergency measure to expedite construction the work is scheduled to start March 20, 1964. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
APR 1 1964
FOR FILING

FORM [illegible] 40608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1964

SUBJECT: Fixture Mounting Channel
Contract 6211
Mitchell Point-Hood River Sect.

To: G. A. Starkey
Resident Engineer
Box 617
Hood River, Oregon

The matter of substitute finish for that specified for use on subject project has again been considered. It has been decided that the finish will be hot dip galvanizing as specified in the Special Provisions and Plans with no alternate acceptable.

Application for changes or substitutes for specified products should be made through proper channels prior to bidding by the producer.

OAWhite
O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

c.c. Tom Edwards
Ed Rief

NOTED
TOM EDWARDS

MAR 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 1964
FOR FILING

6:11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1964

SUBJECT: Luminaire Support Channel
Mitchell Point-Hood River Sect.
Prefix 614-1053
Federal Aid Number I-80N-2(29)56
& 3(32)61

To: Tom Edwards
Ass't. State Hwy. Engineer
Office

Attachments 1: Letter by O.A. White to G. A. Starkey dated Nov.15, 1963

2: Letter by the James Electric Co. to Ed Rief dated March 17, 1964

Luminaire support channels were installed on subject project during the 1963 construction season. The coating used was not as specified and the installation was completed prior to substitute acceptance by any State representative. Attachment 1 indicates rejection of the installation by this office. Attachment 2 indicates a counter proposal by the sub contractor.

It is my opinion that application of two coats of the zinc paint on the electro plate channels will provide protection equal to or greater than hot dip galvanizing. I am willing to eat crow to the extent of requesting the Bureau of Public Roads, with your approval, to authorize the use of the proposed procedure in lieu of the specified hot dip galvanizing.

OA White
O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

Copies - Traffic
Mr White
3-30-64

Not approved
- Put in Spec mat'l.
LW

RECEIVED
MAR 23 1964
TRAFFIC ENGINEERING

NOTED
TOM EDWARDS

RECEIVED
MAR 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L F GEORGE

JAMES
ELECTRIC CO.
[illegible]
943-1010
OLYMPIA, WASH.
7TH & PEAR STREET

Commercial and Industrial Wiring
ARNOLD J. JAMES

JAMES
ELECTRIC CO.
[illegible]
Sherwood [illegible]
CHEHALIS, WASHINGTON
1804 MARKET STREET

March 17, 1964

Mr. Ed J. Rief
District Inspection Engineer
P. O. Box #727
Portland 2, Oregon

Re: Finish on Luminaire Supports,
Mitchell Point-Hood River Section,
Contract #6211.

Dear Sir:

On the above job we have installed Kindorf #B905-20 channel as the channel to be used as the luminaire supports. The finish on this product is galv-krom (GK), an electro-galvanized finish plus the added protection of zinc chromate, whereas the specifications call for hot dipped galvanizing. We respectfully request your permission to apply 2 coats Military spec #R21035, a zinc dust paint to the above to give added protection in lieu of the hot dipped.

Yours very truly,

JAMES ELECTRIC CO

A. J. James

Salem, Oregon
November 15, 1963

"Galv.-Krom" Finish for
Fixture Mounting Channel,
Mitchell Point-Hood River Sec.
Contract 6211

Glenn A. Starkey
Resident Engineer
P. O. Box 617
Hood River, Oregon

Sample Data sheet A-953 concerning a sample of 1½x1½x12 gage channel with "Galv.-Krom" finish was received July 3. There is a notation that the sample was never processed or reported which means the sample was either not received or was sent to Traffic or Bridge. No one here admits ever seeing it.

I have talked to Adams concerning a special acceptance of the alternate coating. He states that he talked to Rief and turned the proposal down. He can locate no memo to that effect however.

I have also talked to Bridge concerning a change in the specs. allowing an electro-plating process in lieu of hot dip. The concensus is to stay with the hot dip requirement.

Therefore, galvanizing will be as specified in the Special Provisions and Plans with no alternate acceptable.

O. A. WHITE
Ass't. Engineer of Materials

OAW:arm

c.c. E. Rodriquez
E. J. Rief

RECEIVED
MAR 10 1964

FOR FILING

March 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering slide removal and scaling on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County, Contract No. 6211 in connection with Federal-Aid Project No. I-80N-2(29)56 and I-80N-3(32)61.

This work is necessary to remove small slides and repair slopes due to winter storms.

This work was verbally recommended for approval by the B.P.R. Area Engineer March 5, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:cr
Enc.

RECEIVED
FEB 27 1964
FORM E-90X 50M 3-63 49006

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 21, 1964

SUBJECT: Sign Warranty Forms
Mitchell Point-Hood River Section
Columbia River Highway
Contract No. 6211

To: Dean Swift
Division IV Engineer
B E N D

On December 18, we sent to Mr. Starkey warranty forms covering the porcelain enamel and laminated panels for the above project. The California Metal Enameling Company took exception to the wording in the form concerning the laminated panels.

There are attached three copies of a revised form. Will you please have these executed by the proper people and arrange for the destruction of the laminated panel forms previously transmitted to Starkey.

ORIGINAL SIGNED BY L. E. GEORGE

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: Tom Edwards
F. D. Morgan

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

[illegible]

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[illegible]

6911

February 5, 1964

Mr. Hugh V. Fenton, President
California Metal Enameling Company
6904 East Slauson Avenue
Los Angeles 22, California

Attention Mr. G. Dunphy

Dear Sir:

During Mr. Dunphy's recent visit to this office, he questioned the use of a revised guarantee form transmitted to you by the Traffic Safety Supply Company that involved both the porcelain finish and the delamination of aluminum sandwich panels on the Mitchell Point-Hood River signing project location on Interstate 80N in Oregon.

The project specifications called for a written warranty on both the nonreflectorized sign finish and on delamination of sign panels. Apparently, your Company submitted to our Resident Engineer a written warranty that was subsequently given to our Legal Department for an opinion as to adequacy. Our Legal Department stated that the written warranty as submitted was not appropriate and countered with a format which, in their opinion, was appropriate. These new forms were those which were subsequently sent to you by the Traffic Safety Supply Company.

Since these are required under the terms of the Project Specifications, the action taken by the Resident Engineer was correct. The porcelain enamel warranty is correct in form and should provide no objection on your part. The warranty on delamination will be revised, based on your objection that it is too broad, particularly the last two sentences on page 2. Our Legal Division is revising this form to be more specific, and at such time as the revised warranty form is available it will be transmitted to you through the Resident Engineer on the project. Copies of both the project specification and the warranty forms are attached for your information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
L. I. Lindas
F. B. Crandall
Dean Swift

LEG:njc jw

Attachments

RECEIVED
DEC 17 1963

FOR FILING

216

December 17, 1963

Mr. George B. Hartch
1623 West Montello
Hood River, Oregon

Re: Traffic Conditions
Mitchell Point-Hood River Section
Columbia River Highway

Dear Mr. Hartch:

The matters referred to in your letter of November 27 have been investigated and the following corrections have been or will be made:

"EXIT" signs placed at the off ramps, painted stripes and additional sight posts at the off ramps, and the moving of sight posts to a line near the existing pavement edge rather than on the future shoulder as they are now. Also, the detour pavement west of Ruthton Point will be covered and the barricades removed, which should eliminate any possibility of confusion in this location.

We believe that these changes should eliminate the confusion that you report has existed.

Thank you for calling these matters to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

CHB:fp fn

FORM E-30 50M 2-63 49607

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1963

SUBJECT: Traffic Safety on Construction
Mitchell Point-Hood River Section
Columbia River Highway
Contract No. 6211

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a report from Mr. Starkey on the accident referred to in Mr. Bartch's letter of November 27. Included in the report is a narrative, two stacks of pictures, a copy of the State Police report, and a sheet of our paving plans. As far as can be determined from the information now available, we can see no features of the highway as it now standards that could have caused the accident.

In brief, the accident occurred when the westbound car swerved to the left and was hit broadside by an eastbound truck. The point of impact was the eastbound lane and the wreckage ended up in the westbound lane. The accident occurred at about 2:30 A.M. on Monday, November 25. The car was going downhill on a 3.1 per cent grade, it was raining lightly, and the temperature was well above freezing.

As we see it, the most probably cause of the accident was that the driver of the car almost went to sleep and ran off the road to the right. When the barricade appeared in the headlights, the wheel was "snatched" left which caused the car to go out of control. The pictures were taken on November 25, the same day as the accident, and show the road exactly as it was when the accident occurred.

The sight posts which are now in place along the shoulder of the widened road will be moved to a line 6 feet from the existing pavement edge. The barricades which close off a detour which went around the box culvert construction at Station 985, will be removed from the project. The centerline and edge stripes have already been repainted in those areas where patching has covered the old lines. The detour pavement will be covered with base rock to obscure it.

Other complaints by Mr. Bartch concern the turnoffs to Hood River at the Hood River Bridge, 2nd Street, and West Hood River Interchanges. Mr. Val Johnson of our Traffic Division has already inspected the whole project and has made suggestions for signing improvements. Most of these have already been put into effect.

The major improvements in signing are the installation of our standard 5' x 6' "EXIT" signs and painted stripes at the gore points and installation of more sight posts for the off ramps. Mr. Johnson recommends that no additional temporary illumination be installed.

Mr. Starkey feels that the complaints are brought on largely by what the local people feel is the slow completion of the project. Due to some rather severe slide conditions in the Ruthton Point area, the grading was completed too late in 1963 to allow completion of the paving this year. At the present time, no work is being done, as the contractor plans to crush and haul the base rock in one operation, and the grade is too wet for placing of base.

A rough draft to Mr. Bartch is attached.

F. D. Morgan
Construction Engineer

CHB:fp
Attach.

RECEIVED
DEC 1 [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
December 6, 1963

SUBJECT: Accident Report
Mitchell Point - Hood River
Columbia River Highway
Rogers Construction Co.
Contract 6211

To: Mr. Dean Swift
Division Engineer
Bend, Oregon

An accident occured at about 2:30 A. M. November 25, 1963 at approximately station 989+00. Information from State Police report which I am submitting with this report indicates that a 1961 Oldsmobile driven by Ruthie Lee Drake 4903 N. Kerby, Portland, Age 52 was west bound through the project.

The driver for some unknown reason apparently lost control of her car, and slid sideways into the path of an east bound truck. People in the car according to police report were: All from Portland
Driver (Deceased) Ruthie Lee Drake 4903 N. Kerby
Passenger (Deceased) William D. Drake 4903 N. Kerby Husband
Passenger (Deceased) Shirley Ann Drake " " " Daughter
Passenger (Injured) Patricia Ann Bates 2623 N. Borthwick

Four pictures are submitted herewith of the car, and one picture of the truck tractor. These pictures were taken at the wrecking yard. The truck driver apparently was not injured.

Barricading of the shoe-fly and establishment of guide posts and signs was performed under the previous Peter Kiewit Sons Co. Contract. Minor maintenance of the facility has since been performed by Rogers Construction Co. and state forces according to my instructions. Traffic has been traveling over this section of highway past the barricaded shoe-fly for about 12 months without incident to my knowledge. The only changes made during this period is the addition of pavement edge stripes, last summer, and some pavement patches to provide a smoother ride. Due to wind conditions the barricades have been a maintenance problem. For this reason I plan to have the excess pavement covered with a thin lift of base rock and some guide posts adjusted to eliminate the need for barricades. This will be done when the contractor has more rock available. We have had the pavement edge stripes re-established over short areas where patching had obliterated them, and elsewhere on the project where necessary.

Submitted herewith is a portion of the construction plans which shows the location of existing pavements including the shoo-fly, signs, guide posts, barricades etc. and 12 snapshots showing the route taken by east bound traffic, and 7 photos of the road approaching the accident scene by west bound traffic.

State police indicated that we had insufficient lights and barricades. I have installed an additional barricade. All barricades are scotch lighted, and the guide posts are reflectorized, as are the signs.

The local people have complained of poor connections to Hood River. These complaints probably reflect their reaction to the slow progress of our surfacing project.

We have installed standard exit signs at East Hood River Interchange on the "Off ramp," from the Dalles, and one at the second street connection from The Dalles. Mr. Val Johnson of the Traffic department recently reviewed our signing and recommended painted islands at the Y of these ramps, and intersection symbols at the junction at West Hood River Interchange, and the Country club road. These recommendations have been completed.

Glenn A. Starkey

Glenn A. Starkey
Resident Engineer

PLEASE RETURN TO
LLOYD P. SHAW

Shaw
[illegible]

1823 W. Montello
Hood River, Oregon

November 27, 1963

Mr. Forrest Cooper, Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Forrest:

I am writing to you as an interested local citizen regarding what I and my friends consider some glaring safety hazards on Highway 80N Construction. These hazards have resulted in death, accident, and near accident to highway travelers and worst still to some of my friends.

1. The West Hood River interchange area is poorly signed, or emergency lighted so as to create an extreme hazard for persons attempting to find the turn off in the dark of night.
2. The West bound lane on Ruthton Hill west of Hood River is poorly signed, marked or emergency lighted so as to create extreme hazard for strangers to the route.
3. The Second Street Overpass and indeed the access legs are wanting of lighting or emergency markers so as to create extreme hazard to people leaving the lighted city streets or attempting to gain entrance to Hood River.

[illegible]

When frineds come to our house for the evening the above points are constant sources of complaint. It is my sincere belief that these complaints are worthy of your departments investigation, particularly on some dark rainy night (and there are many).

Yours friend,

George

George D. Bartch,

cc: Dean Swift
Glenn Starkey

12-2-63

FATAL ACCIDENT: Mile Post 58, Columbia River Highway, 2:38 AM, November 25, 1963.

This is a two-lane, asphalt surface highway and there is two new lanes of traffic under construction and these lanes are not opened yet. Accident took place during hours of darkness and the pavement was wet and raining slightly. There was black and white barricades on the north shoulder of the highway, blocking off the two new lanes of traffic.

Vehicle #1: 1962 K/W Truck, Oregon license T109706
1962 Brown Trailer, Oregon license T164498

Driver: Shearer, Richard Carl, 3631 N.E. 154th Avenue, Portland - Age 32
Registered: Standard Batteries, Inc., 3750 S.E. Spellman, Portland

Vehicle #2: 1961 Oldsmobile Sedan, Oregon license 3U-6085

Driver: Drake, Ruthie Lee, 4903 N. Kerby, Portland, - Age 52
[redacted].

Passenger: Drake, William D (only), same address as driver, - age 67 - Husband.
DECEASED.

Passenger: Drake, Shirley Ann, same address as driver - age 14 - daughter.
DECEASED.

Passenger: Bates, Patricia Ann, 2623 N. Borthwick, Portland - age 9.
INJURED. Taken to Hood River Hospital by Hood River Ambulance.
Broken Collar Bone.

Vehicle #1 travelling east. Vehicle #2 travelling West. Vehicle #2 apparently jerked the wheel to the left, possibly to avoid a barricade and started to slide broadside in a southwesterly direction into the path of Vehicle #1. Vehicle #1 sustained damage to the front end and had to be towed from the scene by Murrays Auto Wreckers of Hood River. Vehicle #2 was totaled and towed and stored at Murrays Auto Wreckers of Hood River.

Officers Badger and Frisby.

Trucker Averts Serious Crash On Vet's Day

An alert truck driver was credited for averting a disasterous vehicle crash here Monday.

As it turned out, a car and pick-up collided at the Highway 30 access road west of Hood River, but no one was seriously injured.

Sheriff R. L. Gillmouthe said a pickup driven by Constance Mach, Avery, Idaho, was pulling onto the highway at 5:30 a.m. from the access road when her vehicle and one driven by Stanley Clark, Boise, Idaho, collided.

"If it hadn't been for alert thinking by a truck driver who was coming up from behind.

Hood River, Oregon
News
(Cir. 3,880)

NOV 21 1963

5115

Safer Exit Needed

● It looks now as though Highway 80N Freeway won't be completed here for months to come, so it's time to speak out again on a situation that should be corrected.

The approach to Hood River from the east is so badly marked that even people who know where it is are likely to miss the exit at night. Drivers who want to turn onto Hood River's Second street have to slow down and watch carefully, otherwise they find themselves going clear to the opposite end of town, and that exit's also hard to hit from the east.

No telling how many visitors to the area miss the exit, and are inconvenienced by it.

The problem becomes especially critical at night, and when the weather is bad.

Naturally, we wouldn't expect any elaborate lights or markings on such a temporary arrangement. But now that we're going into the dark winter months, something should be done to reduce the hazard. Maybe a little white paint outlining the sides of the exit would do the job.

While we're on the subject, there's another point on that same off-ramp where a little temporary marking might save an accident. The point where cars stop before coming on to Second street is a notably bad spot. Until a sign was put up there reminding people about the Chamber of Commerce, there was nothing but black out ahead. It's a really bad spot, but again, it's only temporary.

Hood River News columnist Ruth Guppy has noted another trouble spot for traffic where something must be done. Twelfth street, going up the hill from the downtown area, poses a real problem. The trouble spot is the "Y" at May street, the main route to the Heights business district. The leg of the "Y" going west past the hospital has the right of way.

Recently, the city marked the other leg with a "Yield" sign, and painted lines to keep cars from cutting the corner. Because the route to the west is a state highway, the action to give it the right of way is understandable.

But at heavy traffic times, it's pretty hard to make drivers, jammed up for two or three blocks, understand it. There's no easy out on this problem. But it is one that should be kept under study by the city for possible improvements.

Trucker Averts Serious Crash On Vet's Day

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Sheriff R. L. Gillmouthe said a pickup driven by Constance Mach, Avery, Idaho, was pulling onto the highway at 5:30 a.m. from the access road when her vehicle and one driven by Stanley Clark, Boise, Idaho, collided.

"If it hadn't been for alert thinking by a truck driver who was coming up from behind, there would have been bodies all over the road," Gillmouthe said.

When the two Idaho cars hit, a big loaded truck driven by Paul D. Taylor was close behind the Clark car. Gillmouthe said the driver swerved and smashed through the fence onto an area of new highway grade.

Gillmouthe also reported several accidents, including these:

At 11:30 a.m. Oct. 26, cars driven by Joseph G. Poshe, The Dalles and Charles Lee Parks, Rt. 2, Hood River, collided when Poshe was turning left onto Airport road south of the city and the Parks car was passing.

On Nov. 6 at 2:45 p.m., cars driven by James Henlick, Parkdale, and Gary D. Taylor, Rt. 3, Hood River, collided at county road 281 and Orchard road.

Harry M. McCabe, The Dalles, was arrested Nov. 7 for drunk driving following an accident just west of Mosier when he hit the rear end of a truck and trailer driven by Martin W. Murphy of La Grande. Both vehicles were travelling in a westbound lane of highway 30. The impact spun McCabe's vehicle across the highway where it lodged against the center divider.

A citation for having only one safety chain followed a one-car accident near the west access road to Hood River on highway 30 on Nov. 10. Glen L. Graham of Portland was driving a lightweight truck and pulling a trailer when the single safety chain broke. The trailer hit a post and reversed directions, finally stopping on the left shoulder of the highway.

Michael R. Cakrzewski, Lone Pine Court, Hood River, and Mrs. Edna M. Ferrier of Beaverton escaped injury when their two vehicles came together on Highway 35 near its junction with Highway 30 on Nov. 6.

Hood River, Oregon
News
(Cir. 3,880)

NOV 21 1963

5115

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REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Draft for Cooper signature

1823 W. Montello
Hood River, Oregon

November 27, 1963

Mr. Forrest Cooper, Highway Engineer
Oregon State Highway Department
Salem, Oregon

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Porter

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Yours friend,

George

George D. Bartch,

cc: Dean Swift
Glenn Starkey

12-12-63

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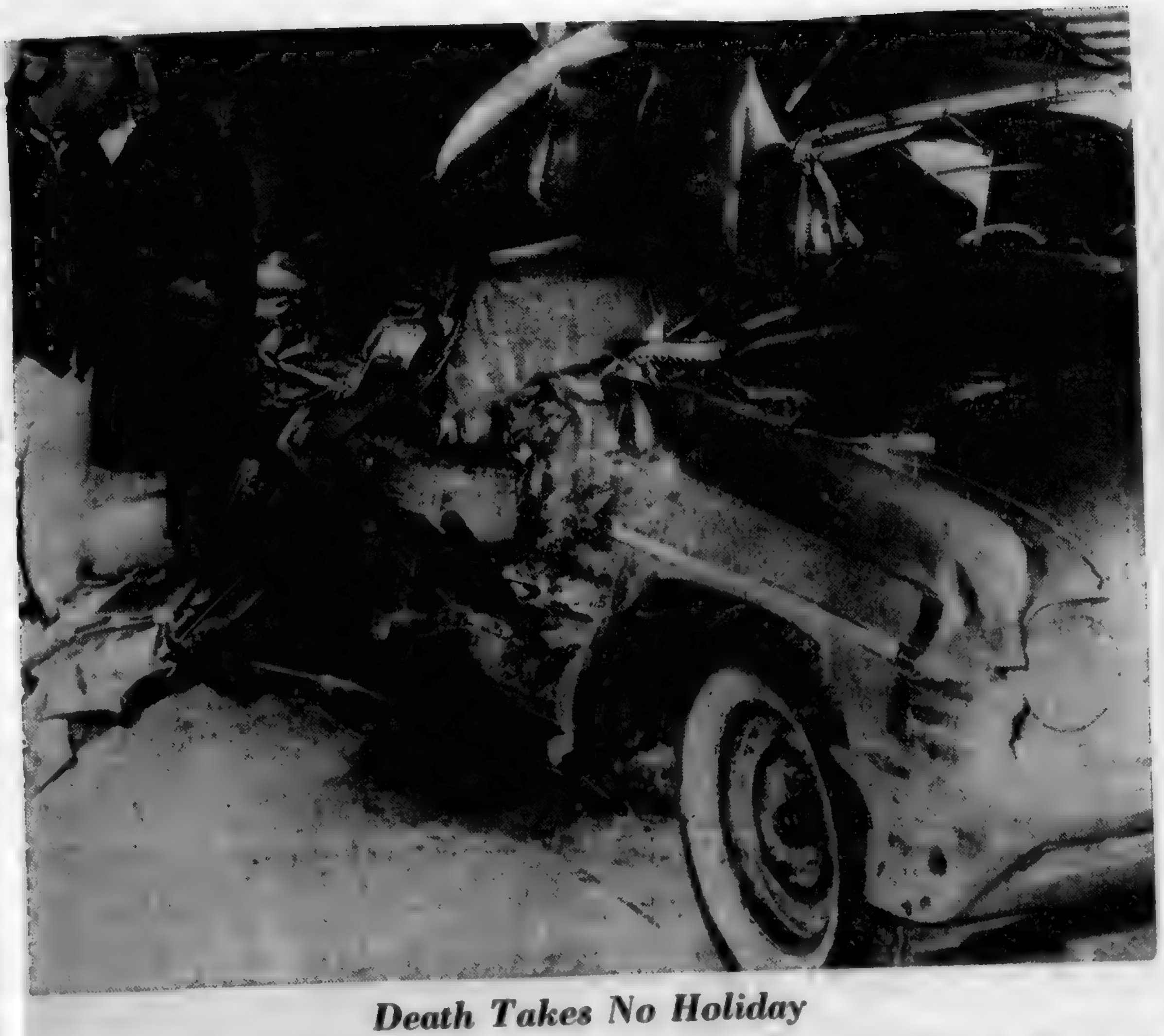
OFFICE OF
STATE HIGHWAY ENGINEER



Death Takes No Holiday

Friends of the Rev. W. D. Drake family look over the car in which the Portland minister, his wife and daughter died Monday about 2:25 a.m. One passenger in the back seat, Patricia Blake, survived. Driver of the loaded eastbound truck which collided with the car was Dick Shearer, Portland, who was not injured seriously.

Hood

10c COPY 16 PAGES VOL. 59, NO. 48 H

Crash Clai

Lives of three members in the same Portland family were snuffed out instantly when their car swerved and collided broadside with a semi truck west of here early Monday.

A fourth member of the family — a young boy — was a passenger in the car following the death vehicle.

The man and his wife killed in the crash both were pastors of the Friendship Baptist church in Portland.

Victims were Rev. William Drake, 67, his wife Ruthie Lee, 52; and their daughter, Shirley Ann, 14. A fourth passenger in the car was Patri
Ann Bates, 9, also of Po
land. She suffered a bro
collarbone, but was in sa
factory condition at the H
River hospital.

State police said Mrs. Dr
was driving toward Portla
and was apparently confu
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Highway 30 two miles w
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The crash took place at
2:25 a.m. at Ruthton po
where construction is un
way on 80N freeway. It
a striped barricade sign,
an arrow pointing to the
to direct traffic away from

ood River News

16 PAGES VOL. 59, NO. 48 HOOD RIVER, OREGON, WEDNESDAY, NOV. 27, 1963

Entered at Hood River (Oregon) Post-office 97031 as Second Class Matter

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Friendship Baptist
Portland.
were Rev. William
his wife Ruthie Lee,
eir daughter, Shir-
. A fourth passenger in the car was Patricia Ann Bates, 9, also of Portland. She suffered a broken collarbone, but was in satisfactory condition at the Hood River hospital.

State police said Mrs. Drake was driving toward Portland, and was apparently confused by a barricade sign beside Highway 30 two miles west of the city.

The crash took place about 2:25 a.m. at Ruthton point, where construction is underway on 80N freeway. It was a striped barricade sign, with an arrow pointing to the left to direct traffic away from the unpaved lanes which apparently confused Mrs. Drake. She swerved, and the car skidded sideways into the east bound lane.

Heading east was a truck loaded with 40,000 pounds of new batteries. Truck driver Richard Shearer, 32, Portland, said he saw the Drake car coming over the crest of the hill, and it went into a skid on the rain-slick pavement about 50 feet from his truck.

He said the car hooked the right side of the semi-truck's cab, then slammed full force into the cab.

Shearer is a driver for Standard Batteries, Inc., of Portland. With a load of 1,000 batteries he was headed out on the company's northwest run.

"I don't think anyone but the driver saw me," he said. "They never looked up."

When the two vehicles hit, Shearer said, the Drake car bounced back about 15 feet and stopped. His truck moved only about 15 feet ahead from the point of impact.

The truck driver suffered only a bumped leg. He said after the collision, he climbed down, set out flares, then went to help the people in the car. "The only sign of life," he said "was in the back seat — a little girl sat there silent, but with her eyes open."

Police said the other three were apprently killed outright.

The mother of the little girl who survived the crash was following the Drakes in another car. A passenger in the second car was William Drake son of Rev. and Mrs. Drake.

They were returning from a visit with relatives and friends in Pasco, Wash. Earlier, they had been at an invitational church meeting in Pendleton.

The Drakes had lived in Portland for the past 10 years moving there from Pasco. Their church is in North Portland on Russell street.

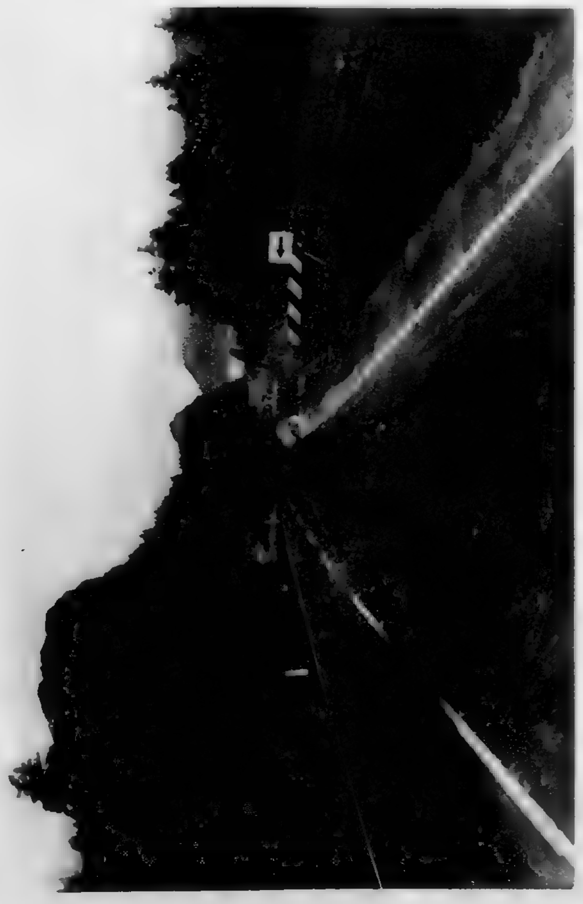
#1 11-25-63 GA Starkey
West Bound

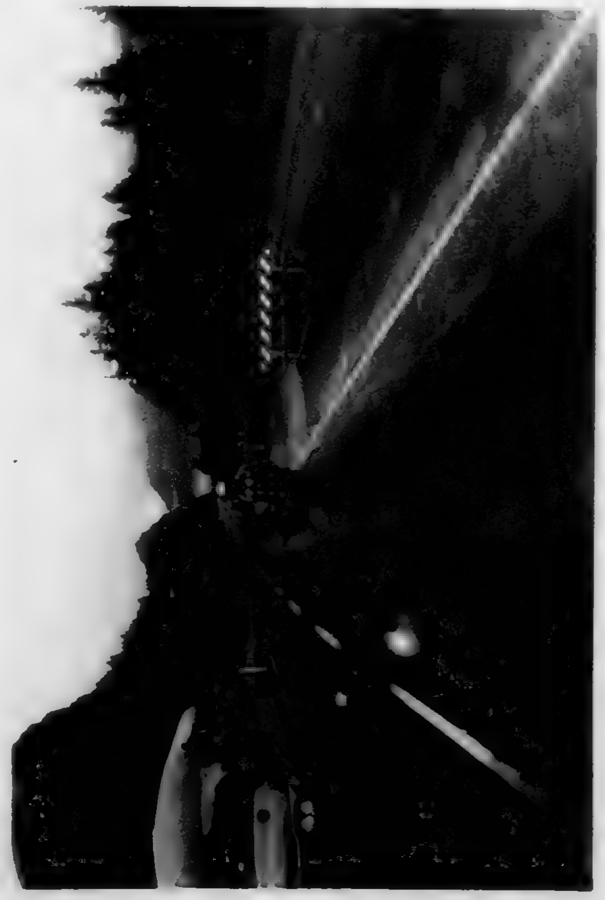
#2 11-25-63 GA Starkey
West Bound

#3 11-25-63 GA Starkey
West Bound

#4 11-25-63 G.A. Starkey
West Bound
Closest vehicle is near
scene of accident

#5 11-25-63 G.A. Starkey
West Bound



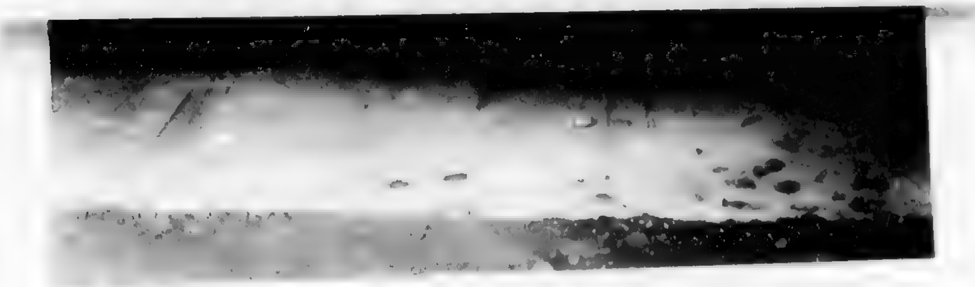


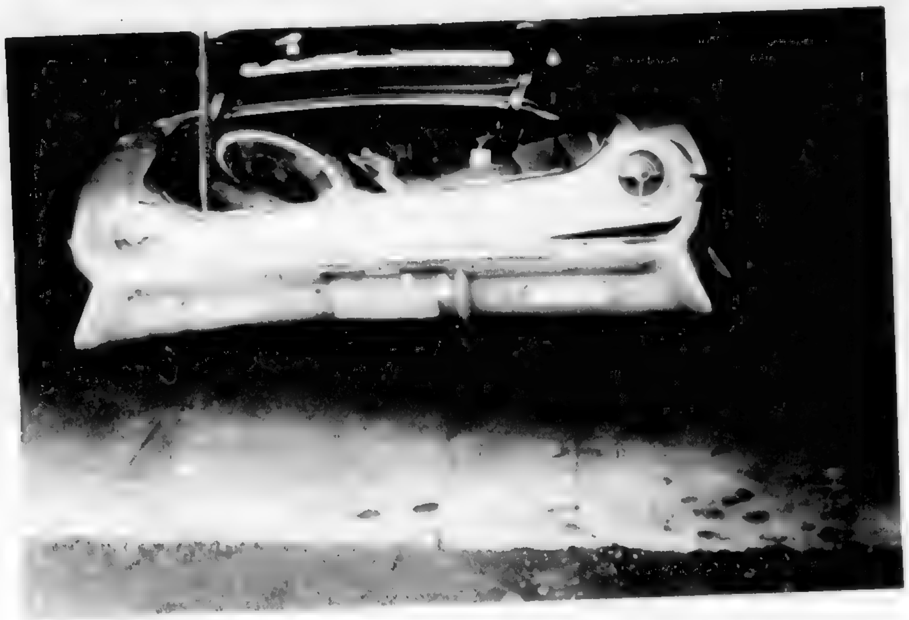
#4 11-25-63 G.A. Starkey
West Bound
Closest vehicle is near
scene of accident

#5 11-25-63 G.A. Starkey
West Bound

#6 11-25-63 G.A. Starkey
West Bound
X shows approx. resting
place of car

#7 11-25-63 G.A. Starkey
West bound.
Scene of accident
Note: one barricade
damaged & laying on its
face against another
barricade.
Man standing where
car stopped





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NOV 1 3 1963
FOR FILING

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6211

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Forrest Cooper

October 30, 1963

Attention:

Mr. Glen Starkey, Resident Engineer Highway 80 N
Mr. Maurice Payne, Resident Engineer Highway 35

NOTED
LLOYD P. SHAW

Gentlemen:

This is relative to the current status of Highway construction and paving in the Hood River area.

Please do not construe this as impatience on the part of the Chamber Roads and Highways Committee; however, in view of seemingly progress in road bed preparation, some of our members are anxious to know the current time table for paving.

It does seem to the layman that paving of the Hood River stretch of Highway 80 N would be advantages for control and flow of traffic during the winter months and ready the highway for important tourists traffic in the spring. In like manner the stretch of Highway 35 between the Y Inn and Pine Grove could be a great benefit to the local fruit economy and to the layman if used during the winter. Perhaps this would help settle the grades for final paving in the spring?

We have no engineering basis for these observations and make them with the thought that you can provide us with a suitable answer when these matters are brought before the Chamber again.

Porter

Sincerely,

HOOD RIVER COUNTY CHAMBER OF COMMERCE

Archie R. Tainer, President

George D. Bartch, Manager

GDB/na
cc: Glen Jackson
    Ken Fridley
    Dean Swift

COPY

Mr. Jackson
I made a Copy of this for Cooper
F. Query.

RECEIVED
SEP 24 1963
FOR FILING

6211

September 24, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering special drainage facilities on Ruthton fill on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County, Contract No. 6211 in connection with Federal-Aid Project Nos. I-80N-2(29)56 and I-80N-3(32)61.

Special drainage is necessary to protect the fill and slopes during the winter shutdown.

Copy of the Resident Engineer's letter and a sketch showing proposed construction is attached.

This work was verbally recommended for approval by the BPR Area Engineer, September 18, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb
Enc.

RECEIVED
SEP 10 1963
FOR FILING

September 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5, covering adjustment of water system on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County, Contract No. 6211 in connection with Federal-Aid Project No. I-80N-2(29)56 and I-80N-3(32)61.

This adjustment is an obligation of the State and is an anticipated item of the contract. The work is necessary to clear for construction.

This work was verbally recommended for approval by the BPR Area Engineer Sept. 3, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:es
Enc.

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AUG 12 1963
FOR FILING

FORM 2-30 50M 3-63 49807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
August 2, 1963

SUBJECT: Work Schedule
Mitchell Point - Hood River
Columbia River Highway
Hood River County
Paving & Signing
Rogers Construction Co.
Contract # 6211

To: Mr. G. L. Decker
Assistant Construction Engr.
Salem, Office

The following is a tentative work schedule which you requested on subject project:

The contractor has crushed:
30,000 tons , 27% Coarse Base (in stockpile)
50,000 tons , 30% Paving Aggregate (in stockpile)

The crusher is now being moved to Baker due to pressure of other work.

Signing work is partially completed, and although this work is not now in progress, we anticipate that this is no problem.

Fencing, Guard Rail, and Median Barrier work is in progress, Anticipated delay in surfacing is beneficial with regards to guard rail, and Median Barrier in that difficult excavations in the large boulders, and solid rock for post holes will be made prior to placement of surfacing.

From the existing stock pile, the contractor will begin rock placement on the project August 5, 1963. This work will be confined primarily to filling against verticle edges and around bridge ends to eliminate hazard.

The contractor's crushing plant currently located at Dufur will begin moving to this project about September 7, 1963. Their A. C. plant will follow September 21, 1963. Earliest date to begin paving is about October 1, 1963.

If we have an open fall it is possible to get the base pavement down over at least half of the project. I am going to propose developing of four lanes through the easterly half of the project first in order to control traffic through the Hood River City Interchanges.

NOTED
[illegible]

Except for necessary patching of the westerly half of this project, I believe that laying over another winter would be very beneficial in view of anticipated settlement of the heavy fills.

Base rock should be nearly completed this fall. Fencing, Guard Rail, Median Barrier, and Signs should be nearly completed during the winter.

It is anticipated that paving may be resumed about April 15, 1964, with a minimum of 57 workdays remaining (depending on the weather). This is ample time to complete the project by July 1, 1964.

Mr. Mcilroe has promised complete cooperation. I anticipate that the delay in completing this project is very beneficial to the finished project.

Glenn A. Starkey
Resident Engineer

cc: Mr. Dean Swift.

OFFICE OF
[illegible] HIGHWAY ENGINEER

RECEIVED
JUL 31 1963
FOR FILING

6211

July 31, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 277 covering installation of lines to bring power to a Butterfly sign at the West Hood River Interchange on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County, Contract No. 6211 in connection with Federal-Aid Project No. I-80N-2(29)56 & I-80N-3(32)61.

It is necessary to take power from an existing source at Station 1136. Two poles will be necessary to avoid heavy clearing.

The contractor is not equipped to do this work, while the Power Company has the necessary special equipment and crews available.

The total estimated amount of the order is $337.65 with Federal participation of $303.88.

The order has been verbally recommended for approval by the BPR Area Engineer July 22, 1963. Your approval as of that date under the provisions of PPM 21-6.3 on the basis of actual cost is requested

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:es

Enc.

RECEIVED
JUL 1 9 1963

FOR FILING

6211

July 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3, covering temporary sign covers on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County, Contract No. 6211 in connection with Federal-Aid Project No. I-80N-2(29)56, I-80N-3(32)61.

The special design covers to remain in place for a longer period than one week are to be paid for as "extra work". Signing work started July 3, 1963. As an emergency measure to avoid confusion of traffic sign covers were started immediately.

This work has been verbally recommended for approval by the BPR Area Engineer. Your approval as of July 3, 1963 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DDP:es
Enc.

RECEIVED
JUN 20 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]
[illegible]
6-21

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Deletion of Guard Rail
Mitchell Point-Hood River Section
Columbia River Highway
Project I-80N-2(29)56

Dear Sir:

Attached for your information is a copy of a letter from Rogers Construction Company, contractor on this project, which agrees without objection to the deletion of a portion of the guard rail on this project. The deleted portion of the guard rail is that which was proposed along the northerly side of the frontage road to the city sewerage treatment plant. The guard rail is not needed due to plans for filling the adjacent city-owned property by the city, for development as an industrial site.

This deletion has been discussed previously (April 25) with the Bureau of Public Roads Area Engineer who concurred verbally with the deletion.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

Morgan's office advised that all items covered by city agreement are to be constructed as originally planned. See letter from City clarifying and changing Bartoli's demands.
Shaw

Enc.
CHB:fp
cc Lloyd Shaw
Dean Swift

RECEIVED
MAY 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
MAY 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

5-14-63

Glenn A. Starkey
P.O. Box 617
Hood River, Oregon

SUBJECT: Guard Rail
Mitchell Point - Hood River
Contract No. 6211

Dear Sir;

This is to advise that we do not object to the elimination of the guard rail on the left of the frontage road between station 1174± & 1194±. The amount involved is approximately 2000 linear feet.

Sincerely,

Rogers Construction Co.

6211

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
MAR 25 1963

FOR FILING

MONTHLY TRANSACTION NO.	FO R-2 (RE -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Hood River
		PROJECT NO. I-80N-3(32)61

6211

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Hood River E. City Limits E. 0.5 mile

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-7-63	0.479
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT $ 130,970.00	FEDERAL FUNDS $ 120,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

L.R. Backlund

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer March 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(32)61

EAST HOOD RIVER INTERCHANGE SECTION ON THE

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 25, 1963

Type Code 6203
Roadway (Sta. 1208+67.45 to Sta. 1235+00)(Contract 6211)

Removal of Miscellaneous Concrete and Masonry	All Required (75%)			$ 750.00
Drainage Excavation, Unclassified	80	cu.yds.	$ 5.00	400.00
General Excavation, Unclassified	660	cu.yds.	1.25	825.00
8-inch Corrugated Steel Pipe	135	lin.ft.	2.00	270.00
12-inch Corrugated Steel Pipe	40	lin.ft.	2.50	100.00
Extra for Pipe Under Pavement	40	lin.ft.	4.00	160.00
Metal Guard Rail	1,500	lin.ft.	2.40	3,600.00
Metal Median Barrier	3,760	lin.ft.	3.80	14,288.00
Rail End Pieces	6	only	5.00	30.00
Salvage and Reinstall Median Barrier	40	lin.ft.	3.00	120.00
Salvage and Stockpile Guard Rail	450	lin.ft.	1.50	675.00
Guide Posts, FW-1	25	only	7.00	175.00
Guide Posts, FY-2	80	only	7.00	560.00
Guide Posts, FY-3	2	only	7.00	14.00
1½ Inch Electrical Conduit	310	lin.ft.	2.75	852.50
Type 2 Fence	250	rods	7.10	1,775.00
Coarse Crushed Material in Base	9,000	tons	1.25	11,250.00
3/4"-0 Material in Base	3,150	tons	1.25	3,937.50
Sprinkling	220	M-gals.	2.00	440.00
SS-1 Asphalt in Sprinkling	4,100	gals.	0.20	820.00
Preparation of Base	All Required (20%)			500.00
3/4"-0 Material in Binder Course	110	cu.yds.	2.00	220.00
RC-250 Asphalt	20	tons	40.50	810.00
Asphaltic Concrete Mixture	8,800	tons	3.25	28,600.00
Asphalt in Mixture	480	tons	29.00	13,920.00
RS-1 Asphalt	5	tons	60.00	300.00
Removal of Existing Sign Installations	All Required (33%)			33.00
Furnish 8" BP 36# Steel Piling	182	lin.ft.	5.00	910.00
Drive Steel Piles	16	only	100.00	1,600.00
Sign Support Footings	All Required (41%)			2,255.00
Metal Sign Posts	All Required (33%)			858.00
92-foot Sign Bridge with 21'6" Cantilever	All Required			9,800.00
Wood Sign Posts	All Required (26%)			1,014.00
Overhead Sign Illumination Equipment	All Required (40%)			3,360.00

Type "A" and "B" Signs in Place	1,602 sq.ft.	$ 6.10	$ 9,772.20
Type "C", "D" and "E" Signs in Place	299 sq.ft.	3.75	1,121.25
Type "F", "F", "G" and "H" Signs in Place	107 sq.ft.	3.75	401.25
Type "J" Signs in Place	44 sq.ft.	3.50	154.00
Type "J" Signs in Place	22 sq.ft.	6.50	143.00
			$116,813.70

Flagging (97½% of Contractors Cost)	All Required	$ 2,000.00
Signing (Temporary)	All Required	250.00
		$ 2,250.00
	Subtotal	$119,063.70
	10% Engr. & Cont.	11,906.30
	Total	$130,970.00

Length of Roadway - - - - - - - - - - - - - - 0.479 mile
Length of 2 Structures - - - - - - - - - - - 0.019 mile
Total Length - - - - - - - - - - - - - - - - 0.498 mile
Cost of Roadway per Mile - - - - - - - - - - $273,423.79

Federal Funds -	$120,000.00
State Funds -	10,970.00
	$130,970.00

State Funds for Const.: Chap. 179, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(32)61

EAST HOOD RIVER INTERCHANGE SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 8, 1963

Type Code 6203
Roadway (Sta. 1208+67.45 to Sta. 1235+00)

Removal of Miscellaneous Concrete and Masonry	All	Required (75%)		$ 1,500.00
Drainage Excavation, Unclassified	80	cu.yds.	$ 3.00	240.00
General Excavation, Unclassified	660	cu.yds.	1.00	660.00
8-inch Corrugated Steel Pipe	135	lin.ft.	2.50	337.50
12-inch Corrugated Steel Pipe	40	lin.ft.	3.75	150.00
Extra for Pipe Under Pavement	40	lin.ft.	3.50	140.00
Metal Guard Rail	1,500	lin.ft.	2.40	3,600.00
Metal Median Barrier	3,760	lin.ft.	3.60	13,536.00
Rail End Pieces	6	only	5.00	30.00
Salvage and Reinstall Median Barrier	40	lin.ft.	3.00	120.00
Salvage and Stockpile Guard Rail	450	lin.ft.	1.00	450.00
Guide Posts, PW-1	25	only	7.00	175.00
Guide Posts, PY-2	80	only	7.25	580.00
Guide Posts, PY-3	2	only	8.00	16.00
1¼-inch Electrical Conduit	310	lin.ft.	2.00	620.00
Type 2 Fence	250	rods	7.00	1,750.00
Coarse Crushed Material in Base	9,000	tons	1.30	11,700.00
3/4"-0 Material in Base	3,150	tons	1.40	4,410.00
Sprinkling	220	M-gals.	3.00	660.00
SS-1 Asphalt in Sprinkling	4,100	gals.	0.25	1,025.00
Preparation of Base	All	Required (20%)		500.00
3/4"-0 Material in Binder Course	110	cu.yds.	3.50	385.00
RC-250 Asphalt	20	tons	42.00	840.00
Asphaltic Concrete Mixture	8,800	tons	3.60	31,680.00
Asphalt in Mixture	480	tons	30.00	14,400.00
RS-1 Asphalt	5	tons	65.00	325.00
Removal of Existing Sign Installations	All	Required (33%)		99.00
Furnish 8" BP 36# Steel Piling	182	lin.ft.	5.50	1,001.00
Drive Steel Piles	16	only	75.00	1,200.00
Sign Support Footings	All	Required (41%)		2,542.00
Metal Sign Posts	All	Required (33%)		1,141.80
92' Sign Bridge with 21'6" Cantilever	All	Required		13,100.00
Wood Sign Posts	All	Required (26%)		824.20
Overhead Sign Illumination Equipment	All	Required (40%)		3,000.00
Type "A" and "B" Signs in Place	1,602	sq.ft.	7.00	11,214.00

Type "C", "D" and "E" Signs in Place	299 sq.ft.	$ 3.75	$ 1,121.25
Type "E", "F", "G" and "H" Signs in Place	107 sq.ft.	4.00	428.00
Type "H" Signs in Place	44 sq.ft.	4.00	176.00
Type "P" Signs in Place	22 sq.ft.	4.50	99.00
			$ 125,775.75
Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Signing (Temporary)	All Required		250.00
			$ 2,250.00
	Subtotal		$ 128,025.75
	10% Engr. & Cont.		12,802.25
	Total		$ 140,828.00

Length of Roadway - - - - - - - - - - - - - - - -0.479 mile
Length of 2 Structures - - - - - - - - - - - - -0.019 mile
Total Length - - - - - - - - - - - - - - - - - -0.498 mile
Cost of Roadway per Mile- - - - - - - - - - - - -$294,004.17

Federal Funds -$ 129,000.00
State Funds - 11,828.00
$ 140,828.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(32)61

EAST HOOD RIVER INTERCHANGE SECTION ON THE
COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 3, 1963

Type Code 6201
Roadway (Sta. 1208+67.45 to Sta. 1235+00)

Removal of Miscellaneous Concrete and Masonry	All Required (75%)		$ 1,500.00
Drainage Excavation, Unclassified	80 cu.yds.	$ 3.00	240.00
General Excavation, Unclassified	660 cu.yds.	1.00	660.00
8-inch Corrugated Steel Pipe	135 lin.ft.	2.50	337.50
12-inch Corrugated Steel Pipe	40 lin.ft.	3.75	150.00
Extra for Pipe Under Pavement	40 lin.ft.	3.50	140.00
Metal Guard Rail	1,500 lin.ft.	2.40	3,600.00
Metal Median Barrier	3,760 lin.ft.	3.60	13,536.00
Rail End Pieces	6 only	5.00	30.00
Salvage and Reinstall Median Barrier	40 lin.ft.	3.00	120.00
Salvage and Stockpile Guard Rail	450 lin.ft.	1.00	450.00
Guide Posts, PW-1	25 only	7.00	175.00
Guide Posts, PY-2	80 only	7.25	580.00
Guide Posts, PY-3	2 only	8.00	16.00
1½-inch Electrical Conduit	310 lin.ft.	2.00	620.00
Type 2 Fence	250 rods	7.00	1,750.00
Coarse Crushed Material in Base	9,000 tons	1.30	11,700.00
3/4" - 0 Material in Base	900 tons	1.40	1,260.00
Sprinkling	170 M-gals.	3.00	510.00
Preparation of Base	All Required (20%)		500.00
3/4" - 0 Material in Binder Course	110 cu.yds.	3.50	385.00
RC-250 Asphalt	20 tons	42.00	840.00
Plant Mix Bituminous Base	2,400 tons	3.40	8,160.00
Asphalt in Bituminous	120 tons	30.00	3,600.00
Asphaltic Concrete Mixture	8,800 tons	3.60	31,680.00
Asphalt in Mixture	480 tons	30.00	14,400.00
RS-1 Asphalt	5 tons	65.00	325.00
Removal of Existing Sign Installations	All Required (33%)		99.00
Furnish 8" BP 36# Steel Piling	182 lin.ft.	5.50	1,001.00
Drive Steel Piles	16 only	75.00	1,200.00
Sign Support Footings	All Required (41%)		2,542.00
Metal Sign Posts	All Required (33%)		1,141.80
92-foot Sign Bridge with 21' 6" Cantilever	All Required		13,100.00
Wood Sign Posts	All Required (26%)		824.20

Overhead Sign Illumination Equipment	All Required (40%)		$ 3,000.00
Type "A" and "B" Signs in Place	1,602 sq.ft.	$ 7.00	11,214.00
Type "C", "D" and "R" Signs in Place	299 sq.ft.	3.75	1,121.25
Type "E", "F", "G" and "M" Signs in Place	107 sq.ft.	4.00	428.00
Type "H" Signs in Place	44 sq.ft.	4.00	176.00
Type "P" Signs in Place	22 sq.ft.	4.50	99.00
			$133,210.75
Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Signing (Temporary)	All Required		250.00
			$ 2,250.00
	Subtotal		$135,460.75
	10% Engr. & Cont.		13,545.25
	Total		$149,006.00

Length of Roadway - - - - - - - - - - - - 0.479 Mile
Length of 2 Structures- - - - - - - - - 0.019 Mile
Total Length- - - - - - - - - - - - - - 0.498 Mile
Cost of Roadway Per Mile- - - - - - - - $311,077.24

Federal Funds -	$137,000.00
State Funds -	12,006.00
	$149,006.00

RECEIVED
MAR 1 1963

FOR FILING

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6211

February 28, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County, Contract No. 6211, in connection with Federal-Aid Project Nos. I-80N-2(29)56 and I-80N-3(32)61.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
MAR 1 1963

FOR FILING

I-80N-2(29

6211

February 28, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging costs on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County, Contract No. 6211, in connection with Federal-Aid Project Nos. I-80N-2(29)56 and I-80N-3(32)61.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

Enc.
[illegible]:er

RECEIVED
FEB 4 - 1963

FOR FILING
[illegible]
6211

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 31, 1963

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-80N-3(32)61
East Hood River Interchange Section
Paving and Signing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the aboveproject, we hereby concur as of this date in the award of contract No. 6211 to Rogers Construction Co. of Portland, Oregon, low bidder in the total amount of $790,311.65 for this project and project I-80N-2(29)56 at the January 29, 1963 bid opening.

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
2-4-63

NOTED
LLOYD P. SHAW

RECEIVED
FEB 1 - 1963

FOR FILING

COMMISSIONERS
GLEN[illegible]
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-80N-2(29)56

6211

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 31, 1963

Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission on January 31, 1963 awarded to you State Highway Contract No. 6211 for the following project:

Paving and signing on Mitchell Point-Hood River Section of Columbia River Highway in Hood River County

This award was based on your low bid of $790,311.65 which was submitted to the Commission on January 29, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
FEB 4 - 1963

FOR FILING

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

January 31, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6811

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-80N-2(29)56
Mitchell Point-Hood River Section
Paving and Signing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6211 to Rogers Construction Co. of Portland, Oregon, low bidder in the total amount of $790,311.65 for this project and project I-80N-3(32)61 at the January 29, 1963 bid opening.

NOTED
LLOYD P. SHAW

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
2-4-63

JAN 14 1963

FOR [illegible]

I-80N

6211

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO :Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 7, 1963

FROM :A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

By: G R Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Projects I-80N-2(29)56 and I-80N-3(32)61
Mitchell Point-Hood River Section
Paving and Signing

P. S. and E. documents for the subject projects have been reviewed and are hereby approved. You are authorized to advertise the projects for bids. A signed copy of title sheet is returned herewith, for each project.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that relocation advisory assistance was not required as indicated in Mr. Wright's January 3, 1963 letter.

We agree that the schedule of liquidated damages specified in PPM 21-7.1 dated November 26, 1962, which is included as an additional special provision, will be the basis of Federal participation in project costs in the event the contractor fails to complete the contract within the contract time.

Our approval is contingent upon your deleting the plant mix bituminous base course. It is understood that a 3-inch course of 3/4"-0" crushed stone, with emulsified asphalt added to the sprinkling water, will replace it.

The Special Provisions designate signing as a specialty item. Though we have permitted such a designation in the past, when signing was initially being contracted, we consider that such an item is now quite normal to the highway construction industry in Oregon. Elimination of the specialty item designation, on future projects, would be appropriate.

another original + copy
To Young
1-14-63

NOTED
LLOYD P. SHAW

RECEIVED
DEC 1962

FOR FILING
I-80N-3(27)
6211

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Oregon
December 20, 1962

SUBJECT: Illumination
I80N - Hood River

To: MEMO TO FILE

The Road Design office has contacted us in regard to the above subject, particularly in regard to need for conduit which would be incorporated in the paving contract for the Mitchell Point-Hood River Section.

It will be recalled that when the original Second Street and East Hood River Interchanges were constructed with two-lane pavement for US30 and snakes on the centerline, luminaire units were installed at both interchanges. These luminaire units were removed as a part of the grading contract. After discussing this with Mr. Head, it was decided that we would not plan to illuminate any of the three interchanges at Hood River. The design on all of these interchanges is quite good and in the instance of the Second Street Interchange, it is a straight diamond and the interchange should operate successfully without illumination. Traffic volumes on the ramps will be relatively low.

However, it was decided that we would install conduit at all three interchanges so that if in the future, illumination becomes necessary, it will not be necessary to tear up pavement for conduit installations.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:pk
cc: Tom Edwards ✓

Tom
The conduit seemed to me to be cheap "insurance".
H

RECEIVED
DEC 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

J. I. HEAD

RECEIVED
DEC 12 1962
FOR FILMS

I-80N 2(?)

62-11-

11-4-62

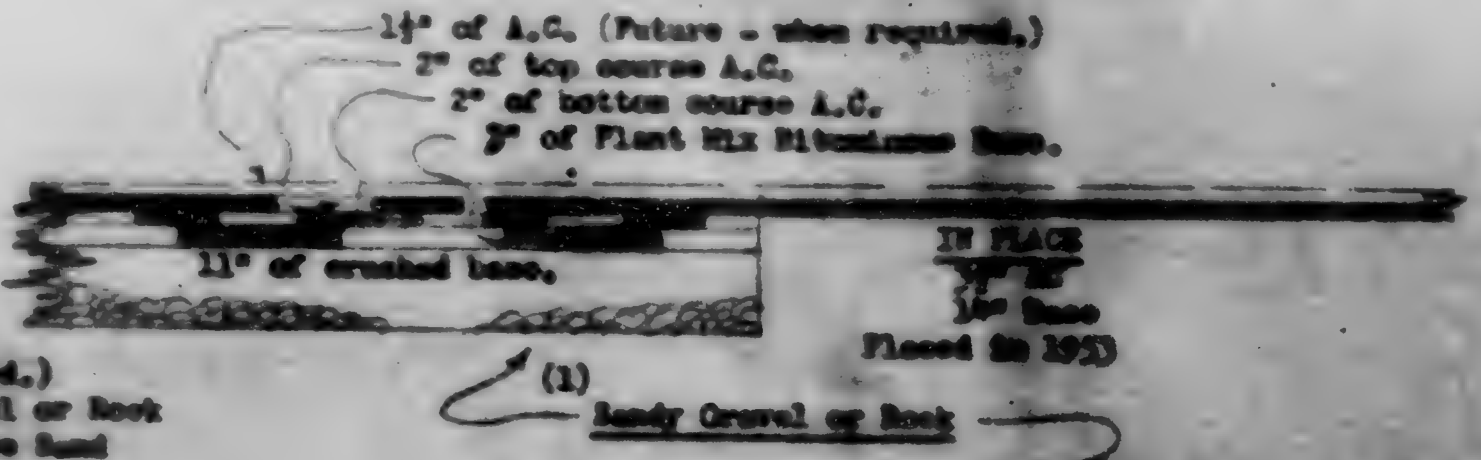
COLUMBIA RIVER

Length of Project 3.79 miles. Sta. 936+ to Sta. 1235+

Frost Penetration : 16"-20"

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

NEW WORK | **EXISTING ROADWAY**



(1)

Typical Soil

NP	LL
2	PI
12	% P200 (40% Red.)
72	% Gravel or Rock
5	% Coarse Sand
12	% Fine Sand
9	% Silt
2	% Clay
62	"R" Value (Corrected)

AASHO Classif. - A-1-a (0)

Other Traffic Classif.	Total B & W Requirements
Very Heavy	19"
Heavy	17"
Medium Heavy	13½"
Medium	11"
Light	9½"

Required Crushed	Required Non-Crushed	Designed	Designed
	NEW WORK		
			4 AC
			3 PMBB
			11 Cr Base
			18 Present AC
	Future		1½
18			19½ Future
OVER EXISTING ROADWAY			
			3 AC
	AND SURFACE		
	Future		1½ AC

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for
Suitable material source to be determined by the Engineer.											

Submitted by W. W. ... District Engineer

Recommended by R. E. Decker, Ass't Construction Engineer

Recommended by G. W. ...

Engineer of Materials

Approved by ..., Deputy State Highway Engineer

cc Ass't State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

MITCHELL POINT - [illegible]
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 9000 198[illegible] ADT 12,000 % Heavy Vehicles 15
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 16"-20" Annual Precipitation XXXXXXX 36.[illegible]

4. Performance of Similar Pavements in Area: Good X Fair
Remarks:

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.

7. Stage Construction: No Problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No Problem

10. Stimulation of Competition: Not Appropriate

11. Construction Consideration: No Problem

12. Municipal Preferance, Participating Local Government Preference, and Recognition of Local Industry: Not Appropriate

13. Traffic Safety: Not a Factor

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: Not a Problem

CONCLUSION AND REMARKS:

Due to items 4 and 6, A.C. wearing surface has been selected. This is a widening to 4 lanes of an existing 2 lane facility. The existing A.C. roadway will be utilized with addition of a 2" overlay of A.C.

I-5-1(48) Crater Lake Interch. Ramps 1963
30 Sec., Pacific Hwy. (Install.
#6212 tr. signals at two Inters.)

Agreements-
C.P. 2417

RECEIVED
MAY 25 1964

FOR FILING
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1964

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

As requested, herewith report on operation of traffic signals installed by contract at the Crater Lake Interchange.

Since these signals were placed into operation on July 16, 1963, periodic checks have been made of the operation and timing of the controller. The timing intervals have remained stable and the overall operation of the controller has been satisfactory. The controller system is very responsive to the changing traffic demands and has functioned to provide maximum flow of traffic.

The only problem with the entire system to date exists with the radar detection equipment. This equipment is very susceptible to vibrations from heavy truck traffic, which has resulted in apparent false actuations. It would appear that thought should be given to re-locating the sampling detectors to a location further in advance of the signals and possibly to installation of a different type of detection equipment for the traffic involved.

There has been no maintenance expenditure on the entire system with the exception of relamping requirements.

Robert N. Bothman
R. N. Bothman
Sign Engineer

RNB:nk

cc: E. S. Hunter

NOTED
TOM EDWARDS

RECEIVED
MAY 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1963

FOR FILING

I-5-1(48)30

December 10, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On August 21, 1963, we wrote to you concerning release of final payment on contract #6212, awarded to Madson & Stokes, Electrical Contractors, for traffic signal installation on the Crater Lake Interchange Ramps of Pacific Highway in Jackson County.

Final payment on this contract is $1,333.96 and the total contract amount is $20,853.06. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Fred L. York Ins. Co.,
1200 High Street
Eugene, Oregon

cc: Madson & Stokes, Electrical Contractors
526 SE Lane Avenue
Roseburg, Oregon

cc: C. H. Maisen
Attn.: John Herr

RECEIVED
AUG 20 1963
FOR FILING

[illegible]

6212

August 19, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 10 on Contract No. 6212. The contract was with Madson & Stokes, Electrical Contractors, for the Crater Lake Interchange Ramps traffic signal installation on the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 19, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
JUL 29 1963
FOR FILING
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6212

46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1963

SUBJECT: Traffic Signal Installations
Crater Lake Interchange Ramps
Contract No. 6212

To:

MEMO TO FILE

The traffic signals at Biddle Road and the southbound off-ramp connection on the Crater Lake Highway, were placed in operation on July 16, 1963.

Final inspection was made by the writer, Robert Judson, Roy Norton, and a representative of Econolite Corporation.

Wm. R. Zirbes
Wm. R. Zirbes
Signal Engineer

WRZ:dk
cc: Tom Edwards

RECEIVED
JUL 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
APR 16 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

T

6212

April 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: Crater Lake Interchange Ramps
Traffic Signals Installation
FAP No. I-5-1(48)30
Contract No. 6212

Dear Mr. Parsons:

Madson & Stokes, Electrical Contractors, began work on the Crater Lake Interchange Ramps Traffic Signals Installation project on the Pacific Highway in Jackson County, Contract No. 6212, Federal-aid Project No. I-5-1(48)30 on April 3, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: ~~Floyd Query~~
D. B. Parkes
C. H. Maison
L. H. Young

NOTED ON CARD

NOTED
FLOYD QUERY

RECEIVED
MAR 7 - 1963
3-8
FOR FILING

Contract 6212

State
Fo pproved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Jackson
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. I-5-1(48)30

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Crater Lake Hwy Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-7-63	0.0
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 22,841.00	$ 21,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By Lloyd P. Shaw
ASST. State Highway Engineer
(Title)
By ____________________
(Title)
By ____________________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
By XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund
L. R. Backlund, Administrative Mgr.
Date executed by Division Engineer March 5, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-1(48)30

CRATER LAKE HIGHWAY INTERCHANGE RAMPS SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 13, 1963

Type Code 1031
Traffic Signals (Sta. 720+99.49) (Contract 4212)

Traffic Signal Installation	All Required	$20,765.00
	Subtotal	$20,765.00
	10% Engr. & Cont.	2,076.00
	Total	$22,841.00

Length of Project - - - - - - - - - - - - - - 0.000 mile

Federal Funds - $21,000.00
State Funds - 1,841.00
$22,841.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(48)30

CRATER LAKE HIGHWAY INTERCHANGE RAMPS SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 2, 1963

Type Code Y031
Traffic Signals (Sta. 720+99.49)

Traffic Signal Installation	All Required	$28,000.00
	Subtotal	$28,000.00
	10% Engr. & Cont.	2,800.00
	Total	$30,800.00

Length of Project - - - - - - - - - - - - - -0.000 mile

Federal Funds -	$28,000.00
State Funds -	$ 2,800.00
	$30,800.00

RECEIVED
FEB 1 - 1963

FOR FILING

COMMISSIONER
GLEN[illegible]
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-1(42)30

6212

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 31, 1963

Hudson and Stokes
326 S. E. Lane Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on January 31, 1963, awarded to you State Highway Contract No. 6212 for the following project:

Install traffic signals at two intersections
on the Crater Lake Interchange Ramps Section
of the Pacific Highway in Jackson County

This award was based on your low bid of $20,765.00 which was submitted to the Commission on January 29, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FEB 4 - 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

January 31, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-1(48)30
Crater Lake Interchange Ramps Section
Traffic Signal Installation

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6212 to Madson and Stokes of Roseburg, Oregon, low bidder in the amount of $20,765.00 at the January 29, 1963 bid opening.

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
2-4-63

RECEIVED
JAN 30 1963

FOR FILING
II-5-4(48)30
6212

January 29, 1963

Mr. Robert A. Duff
City Manager
City Hall
Medford, Oregon

Dear Mr. Duff:

Bids are being opened this date covering the installation of traffic signals at the Crater Lake Interchange on the Pacific Highway in the city of Medford.

There are enclosed copies of the plan and specifications covering the traffic signal installation. Inasmuch as this is a very sophisticated type of traffic signal, it is believed that the State Highway Department should be responsible for the maintenance. It is requested that the City of Medford assume the cost of power consumed.

Will you please advise me as to whether the City would be willing to pay for power consumption for this signal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
F. B. Crandall

VPJ:pk jv

RECEIVED
JAN 11 1963

FOR FILING
I-5-1(48)30
C212

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 7, 1963

By:
M. E. Martin

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DB

Oregon Project I-5-1(48)30
Crater Lake Highway Interchange Ramps Section
Traffic Signals

P. S. and E. documents for the subject project on which relocation advisory assistance was not required have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

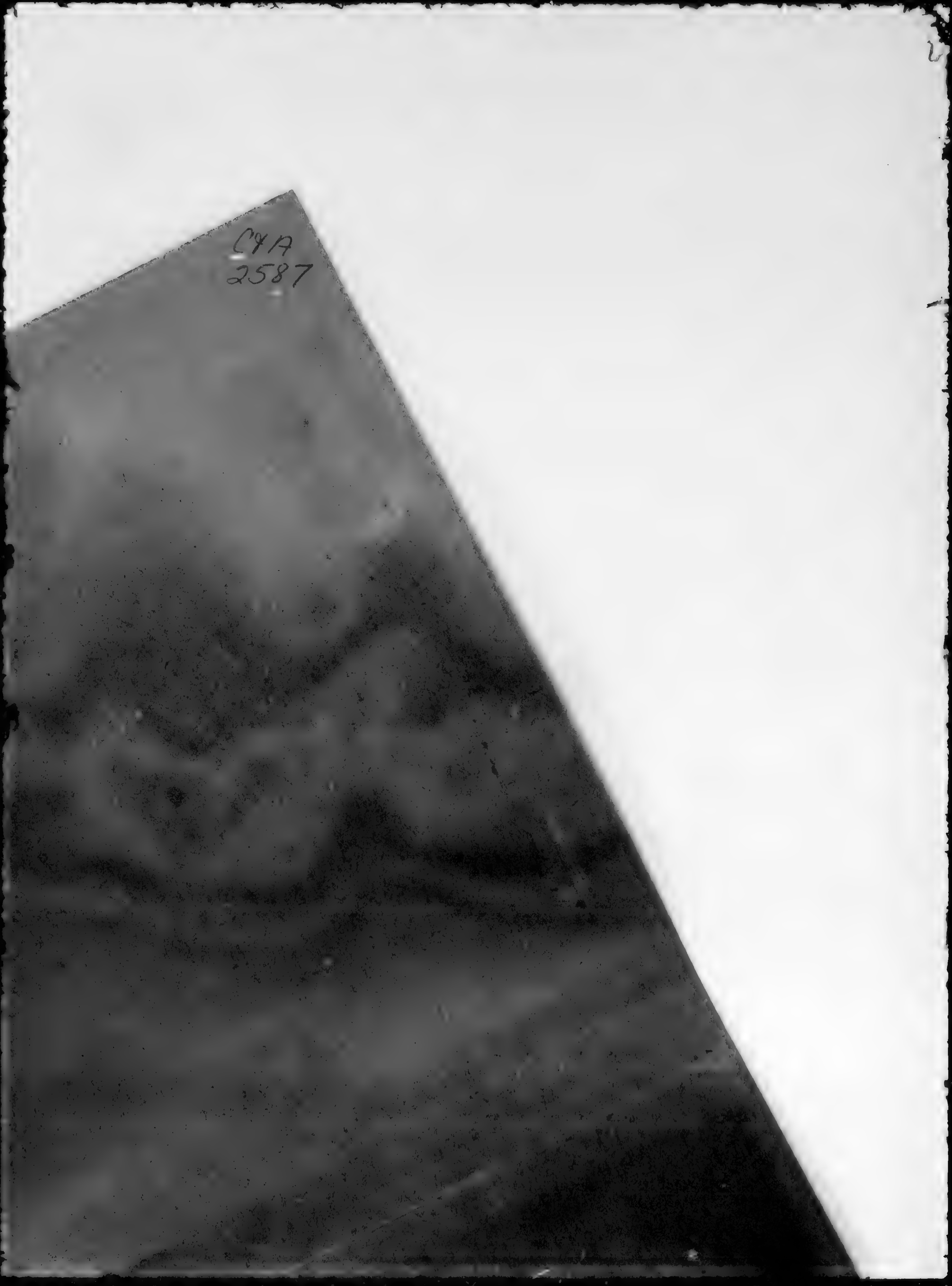
We agree that the schedule of liquidated damages specified in PPM 21-7.1 dated November 26, 1962, which is included as an additional special provision, will be the basis of Federal participation in project costs in the event the contractor fails to complete the contract within the contract time.

Authorization for advertising is given with the understanding that you will make any corrections found necessary following completion of our review of the plans and special provisions.

NOTED
LLOYD P. SHAW

original To Young
1-11-63

I-5-1(47) Grants Pass-Evans Cr. Sec., 1963
56 Pacific Hwy.,(Illumin. install.
#6213 on N. & E. Grants Pass Interch.)


C4A
2587

RECEIVED
SEP 30 1963
FOR FILING

[illegible]

6213

September 27, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On August 21, 1963, we wrote to you concerning release of final payment on contract #6213, awarded to Madson & Stokes, Electrical Contractors, for the N & E Grants Pass Illumination Installations on the Grants Pass-Evans Creek Section of Pacific Highway in Josephine County.

Final payment on this contract is $1,898.70 and the total contract amount is $27,697.80, including $252.00 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Fred L. York Ins. Co.,
1200 High Street
Eugene, Oregon

cc: Madson & Stokes, Electrical Contractors
526 SE Lane Avenue
Roseburg, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 20 1963
FOR FILING

[illegible]

6213

August 19, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 10 on Contract No. 6213. The contract was with Madson & Stokes, Electrical Contractors, for the Grants Pass-Evans Creek illumination installation on the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 19, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
MAR 14 1963
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-5-1(47)56

[illegible]

March 13, 1963

Mr. A. N. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: Grants Pass-Evans Creek Section
Contract No. 6213
FAP No. I-5-1(47)56

Dear Mr. Parsons:

Madsen & Stokes, Electrical Contractors, began work on the Grants Pass-Evans Creek Interchange Illumination project on the Pacific Highway in Josephine County, Contract No. 6213, FAP No. I-5-1(47)56, on March 4, 1963.

Very truly yours,
ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

dl
cc: J. H. Maison
L. H. Young
Floyd Query
D. B. Parkes

RECEIVED
MAR 7 - 1963
FOR FILING

Const. 6213

Date
Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 3-7	FO R-2 (RE 8-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE **Oregon**
PROJECT REPORT NO. I-5-1(47)56 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Jackson**
		PROJECT NO. **I-5-1(47)56**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. & E. Grants Pass Interchanges

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-7-63	0.0
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 30,299.00	$ 27,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By Lloyd P. Shaw
ASST. State Highway Engineer
(Title)
By ______
______
(Title)
By ______
______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
~~XX~~ A. W. Parsons
(Division Engineer)
By: L R Backlund
L. R. Backlund, Administrative Mgr.
Date executed by Division Engineer March 5, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Federal-Aid
Project No. I-5-1(47)56

Oregon State Highway Department

NORTH AND EAST GRANTS PASS INTERCHANGES (ILLUMINATION)
ON THE PACIFIC HIGHWAY IN JOSEPHINE AND JACKSON COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 14, 1963

Type Code Y030
Illumination (Sta. "L" 1211+00 and Sta. "L" 157+00)(Contract 6213)

Illumination Installations	All Required	$27,445.00
		$27,445.00
Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
	Subtotal	$27,545.00
	10% Engr. & Cont.	2,754.00
	Total	$30,299.00

Length of Project - - - 0.000 Miles

Federal Funds -	$27,800.00
State Funds -	2,499.00
	$30,299.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(47)56

NORTH AND EAST GRANT'S PASS INTERCHANGES (ILLUMINATION)

ON THE PACIFIC HIGHWAY IN JOSEPHINE AND JACKSON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 3,1963

Type Code Y030
Illumination (Sta. "L" 1211+00 and Sta. "L" 157+00)

Illumination Installations	All Required	$ 34,000.00
		$ 34,000.00
Flagging (57½% of Contractors Cost)	All Required	$ 100.00
	Subtotal	$ 34,100.00
	10% Engr. & Cont.	3,410.00
	Total	$ 37,510.00

Length of Project - - - - - - - - - - - - 0.000 miles

Federal Funds -	$ 34,500.00
State Funds -	3,010.00
	$ 37,510.00

MISC. CONTRACTS and AGREEMENTS No. [illegible]

RECEIVED
FEB 20 1963

FOR FILING

[illegible] (47) [illegible]

6213

Salem, Oregon
February 4, 1963

N.O.A.
JAN. 31, 1963

Interchange Illumination Agreement
North and East Grants Pass Interchanges
Pacific & Redwood Highways
City of Grants Pass and Josephine County.

Mr. H. S. Cox
County and City Engineer
Office

Attached is a partially signed copy of an Interchange Illumination Agreement with the City of Grants Pass and Josephine County covering the North and East Grants Pass Interchanges on the Pacific and Redwood Highways in the City of Grants Pass and Josephine County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City of Grants Pass and one to Josephine County.

Secretary

rn
Attach: 1

RECEIVED
FEB 1 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-1(47)56
6213

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 31, 1963

Madsen and Stokes
926 S. E. Lane Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on January 31, 1963, awarded to you State Highway Contract No. 6213 for the following project:

Illumination installation on N. and S. Grants Pass Interchanges on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine County

This award was based on your low bid of $27,445.00 which was submitted to the Commission on January 29, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FEB 4 - 1963

FOR FILING

6213

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 31, 1963

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-1(47)56
Grants Pass-Evans Creek Section
Interchange Illumination

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6213 to Madson and Stokes of Roseburg, Oregon, low bidder in the amount of $27,445.00 at the January 29, 1963 bid opening.

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
2-4-63

RECEIVED
JAN 11 1963
FOR FILING

I-5-1(47) [illegible]

6219

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 7, 1963

By:

A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
District Engineer

08-35.2-DB

Oregon Project I-5-1(47)56
North and East Grants Pass Interchanges Section
Illumination

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that relocation advisory assistance was not required as indicated in Mr. Wright's January 3, 1963 letter.

We agree that the schedule of liquidated damages specified in PPM 21-7.1 dated November 26, 1962, which is included as an additional special provision, will be the basis of Federal participation in project costs in the event the contractor fails to complete the contract within the contract time.

Authorization for advertising is given with the understanding that you will make any corrections found necessary following completion of our review of plans and special provisions.

NOTED
LLOYD P. SHAW

original To Young
1-11-63

RECEIVED
DEC 11 1962
FORM 2-90X—90M—5-62 43909

FOR FILING

I-5-1(47)56

6213

2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
December 4, 1962

SUBJECT: Proposed Illumination Installation
North & East Grants Pass Interchanges
Pacific Highway - Grants Pass

703

To: L. I. Lindas
Chief Counsel
OFFICE

It is planned to install luminaire units at the North and East Grants Pass Interchanges on the Pacific Highway at Grants Pass. Inasmuch as there is certain work to be done and certain costs to be assumed by the City of Grants Pass and by Josephine County, it is necessary that an agreement be prepared.

It is believed that the following points should be covered in the agreement:

1. The highway involved is the Pacific Highway, No. 1, (I5)
2. It is planned to install luminaire units at the North and East Grants Pass Interchanges on the above highway in accordance with plans which will be furnished to you in the near future.
3. The State shall make the installation and pay all costs thereof.
4. After the luminaire units are installed, the State shall care for their maintenance.
5. Josephine County shall pay all power bills for the luminaire units installed at these two interchanges.
6. The City of Grants Pass shall install 20,000 lumen luminaire units on 'E' and 'F' Streets and on the extension of this one-way couplet between Sixth and the east city limits of Grants Pass. The City shall also install 20,000 lumen luminaire units on Seventh Street from 'F' Street to the north city limits and on Sixth Street between Evelyn Street and the north city limits, all as shown on the attached plans. They shall be installed without cost to the State insofar as either initial cost or maintenance and power charges are concerned.
7. Josephine County shall install 20,000 lumen luminaire units so as to provide continuous illumination between the ends of the sections illuminated by the City of Grants Pass and the interchanges illuminated by the State Highway Department, as shown on the attached plans. These installations shall also be installed, maintained and energized without cost to the State.

NOTED
TOM EDWARDS

The plans for the State's portion of the work are being prepared at the present time and will be submitted to you in the near future. If after preparation you will submit the agreements to this office, we will check them and care for further processing. It might be mentioned that it is planned to let this installation to contract on January 29, 1963.

F. E. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: Tom Edwards
H. S. Cox

RECEIVED
DEC 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
/ 26 1962
FOR FILING

I-5-1(47)56

6213

FORM E-80 50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 19, 1962

SUBJECT: Proposed Interchange Illumination
North and East Grants Pass Interchanges
Pacific Highway - Grants Pass & Vicinity

To: L. R. Chandler
Division Engineer
Office

Last week Mr. Roy Eames, City Manager, Grants Pass, called and requested information as to the current status of the illumination of the subject interchanges. He indicated that he had recently met with the Josephine County Court and several points had come up which they considered unanswered. I indicated to Mr. Eames that the past correspondence had, I thought, clearly indicated that it was up to the county to indicate their willingness to cooperate on the lineal illumination on 6th, 7th E and F Streets. I indicated that we had received his letter of intention to proceed with the City's illumination of these same four streets. He stated that he had been asked to initiate a meeting between the State, County and the City. I indicated that Mr. Head, Assistant Traffic Engineer, and I would meet with them Thursday, November 8, 1962.

Mr. Head was unable to attend and on the appointed date, I met with the following gentlemen:

Roy Eames	City
R. L. Templin Jr.	County
Robert Casey	City
Frank A. Shepard	City
Edwin C. Smith	City
Don McGregor	County
D. D. Cobleigh	P. P. & L.
W. J. Moyer	P. P. & L.
Earl T. Simonsen	City
Louis D. Ringuette	County
Louis F. Shultz	City
Don Smith	City

The major point covered during this meeting was in connection with the County's question as to who was going to pay for the installation of luminaire units at the two subject interchanges. I explained that it was the intent of the Highway Department to install the luminaires shown in red on

NOTED
TOM EDWARDS

the plans transmitted earlier to them and further that we would maintain these units and the County's only committment would be the power consumption. A conversation between representatives of the County and representatives of Pacific Power & Light explored the possibility of the County owning the installation on E, F, 6th and 7th Streets and thus lowering the per unit monthly rental cost.

I indicated to this group that we had explored the illumination of these two interchanges with the Bureau of Public Roads and had a tentative indication from them that if the County and City proceeded with their planned illumination as per our suggested changes, namely the use of 20,000 lumen units that federal participation could possibly be obtained and if so we would proceed to write a three way agreement between the City, County and ourselves and get the job done. Pacific Power and Light indicated that it would be a matter of 60 or so days after they were instructed to begin that their project would be completed. I indicated that it would be considerably longer period before our portion could be completed.

Glen L. Clark

Glen L. Clark
Division Traffic Engineer

GLC:lf
Attach.

cc: Tom Edwards
F. B. Crandall
R. L. Lammert

RECEIVED
NOV 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 26 1962
FOR FILING
E-5-1(47)
6213

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
September 24, 1962

SUBJECT: Lighting Plans
E and F Couplet to
East Grants Pass

To: L. R. Chandler
Division Engineer
Roseburg

You recently transmitted illumination plans for the connecting routes to the East and North Grants Pass Interchanges with the request that they be examined for correctness and also with the request that we advise the City of Grants Pass and the Josephine County Court as to our intentions of illuminating these interchanges.

The proposed illumination plans and the analysis of the illumination system, which is also attached, have been examined. The plans are entirely satisfactory insofar as the State is concerned if 20,000 lumen mercury vapor lamps are used. Most particularly so in the portion between the city limits and the interchange at both locations. If 7,000 lumen lamps were to be used on these sections as suggested in the analysis, it could very possibly create a traffic hazard because of the spotty lighting that would be produced. It would most certainly produce an uncomfortable type of illumination.

The analysis admits that the 7,000 lumen lamps would not be satisfactory but recommends this lamp purely on a monetary basis. It is our suggestion that the proper County and City authorities be contacted and advised that their illumination plans meet with the State's approval if 20,000 Lumen lamps are used. We would not approve the usage of 7,000 lumen lamps at the spacings shown on the proposed plans.

It is further requested that the Division office contact the proper authorities and advise them that the State's position on illuminating these interchanges has not changed from that outlined in a letter dated August 15, 1962, directed to Mr. Bruce E. Davidson, Josephine County Commissioner. This letter was signed by Mr. Edwards and a carbon copy was directed to both your office and Mr. Clark's office.

NOTED
TOM EDWARDS

Over and above the information contained in this letter, I might advise you that we have submitted proposed illumination plans to the Bureau of Public Roads on September 11. It is our understanding that the illumination on these two interchanges is eligible for Federal Aid participation. It is the State's intention to illuminate these two interchanges at such time as the County and City indicate their willingness to illuminate out to the interchanges and further to accept the power costs for the interchange illumination.

As stated above, it is requested that the Division office make the necessary contacts and re-advise the proper authorities of these facts if you feel that it is necessary.

Original signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

LEG:sm
cc: Tom Edwards
F. D. Morgan
G. L. Clark

RECEIVED
SEP 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 21 1962
FOR FILING

9

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

I-5-1(47)52

6213

TO Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE September 20, 1962

Attention: Mr. L. E. George - Traffic Department

T. Dec

FROM T. Dec, Assistant Division Engineer
08-35.2-DA Salem, Oregon

SUBJECT: Oregon I-5-1(-)36
Interchange Lighting
N. Grants Pass and E. Grants Pass

Your letter dated September 11, 1961 requested our review of preliminary plans of the proposed illumination for the subject interchanges. These plans have been reviewed and are acceptable with one exception. The two luminaires on the sharply curving portion of the northbound on-ramp at the North Grants Pass interchange should be placed on the inside of the curve to reduce the hazard to traffic.

The proposed lighting meets the warrants cited in the "Informational Guide for Lighting Controlled Access Highways".

It should be pointed out, however, that our final approval of this proposed project will be contingent upon the concurrent, or prior lighting of the approach streets by the city of Grants Pass and/or Josephine county.

Copy - Crandall
9-24-62
dw

NOTED
TOM EDWARDS

RECEIVED
SEP 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 6 1962

FOR FILING
I-5-1(47)56
2213

September 5, 1962

103

Mr. Donald G. McGregor
County Commissioner
County Courthouse
Grants Pass, Oregon

Dear Mr. McGregor:

There is attached a copy of a plan showing in red a proposed illumination design for the East Grants Pass Interchange. We are transmitting this to you as requested in your letter dated August 24, 1962.

It should be reiterated that the illumination at this interchange, as shown on the plan, is subject to approval by the Bureau of Public Roads. If approval is granted by the Bureau, there would be only minor revisions as to spacing and other details. The basic number of units would very probably remain as shown.

It should be noted that there is also shown one unit in green to be installed by others. This is the beginning light on that section which is the County and City portion of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment.

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
L. R. Chandler - Attachment
Glen Clark

LEG:sm jw

B. E. DAVIDSON
COMMISSIONER

Donald G. McGregor
COMMISSIONER

LOUIS D. RINGUETTE
COMMISSIONER

BOARD OF COUNTY COMMISSIONERS
JOSEPHINE COUNTY OREGON
COUNTY COURT HOUSE - GRANTS PASS, OREGON

August 24, 1962

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Edwards:

Kindly refer to your letter of August 15th to Mr. Bruce Davidson, Josephine County Commissioner, regarding the illumination of the 6th-7th and "E"-"F" interchanges in Grants Pass.

Before the Board of County Commissioners can arrive at a final decision as to whether we should assume the power costs it will be necessary for us to have your plans for your portion of the interchange's illumination. With these on hand, we can work with Pacific Power & Light here to determine what our yearly costs for power will be.

Yours very truly,

Donald G. McGregor

Donald G. McGregor
County Commissioner

DGMcG:mf

[illegible]

RECEIVED
AUG 28 1962
TRAFFIC ENGINEERING

RECEIVED
AUG 27 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 17 1962

FOR FILING

I-5-1(4)1-6

[illegible]

August 15, 1962

Mr. Bruce E. Davidson
Josephine County Commissioner
City Hall
Grants Pass, Oregon

Dear Mr. Davidson:

You have recently requested information from our Division Traffic Engineer, Glen Clark, concerning the status of the State's plans for illuminating the East Grants Pass Interchange. In a letter, dated June 15, 1961, directed to Mr. Roy Eames, City Manager, Grants Pass, it was stated that:

> "If the City of Grants Pass and/or Josephine County will care for the lineal illumination of those sections of the 6th-7th and "E"-"F" couplets from the interchanges to the downtown area without expense to the State and will further assume all power costs for the interchange illumination, the State Highway Department will make application to the Bureau of Public Roads for approval of the illumination of these two interchanges."

It was further stated in this same letter that:

> "We can make no commitment for the actual programming of the project until the approval of the Bureau of Public Roads is given."

We were subsequently advised by Mr. Eames in a letter dated June 30, 1961, that this matter had been discussed with the Commissioners of Josephine County, who decided that they were unable to commit the county to assume the power costs of the luminaires located in the interchange areas.

The State's position on this matter has not changed from that indicated in the above-mentioned letter of June 15, 1961. Before we can proceed with any action concerning interchange illumination, we must have the assurance that either the City of Grants Pass or Josephine County will accept the power costs for the interchange illumination. Even then, any lighting project would be contingent upon approval by the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
L. R. Chandler
Glen Clark

LEG:mgm hlb

FORM E-903—30M—11-61—40891

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 6, 1962

SUBJECT: Request for Information
Regarding Illumination Program
East Grants Pass Interchange
Grants Pass, Oregon

To: L. R. Chandler
Division Engineer
OFFICE

While contacting Mr. Bruce E. Davidson, Josephine County Commissioner in regard to another problem on Friday August 3, 1962, he requested information as to our intention to illuminate the subject interchange. I stated that I would obtain the information and that he would be notified.

It is my understanding that this interchange is to be illuminated as the County proceeds with the illumination of "E" & "F" Streets in Grants Pass. As this is a program policy, I suggest that this information be supplied from the Salem office.

Glen L. Clark

Glen L. Clark
Division Traffic Engineer

GLC:lf

17-3406 Building addition to existing 1963
office building at Grants Pass

#6214

RECEIVED
AUG 23 1963

FOR FILING

[illegible]

6214

August 23, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On July 19, 1963, we wrote to you concerning release of final payment on contract #6214, awarded to Jack Mathis, General Contractor, Inc., for an addition to office building in Grants Pass, Josephine County.

Final payment on this contract is $1,195.10 and the total contract amount is $14,429.60. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Ken Bailey Ins. Agency
830 SE Rose Street
Roseburg, Oregon

cc: Jack Mathis, General Contractor, Inc.,
P. O. Box 697
Roseburg, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUL 19 1963
FOR FILING

[illegible]

6214

July 18, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 9 on Contract No. 6214. The contract was with Jack Mathis, General Contractors, Inc. and was for work on the Grants Pass Office Building Addition in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 18, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
Ivan D. Merchant
C. H. Maison

PMS:bbc

RECEIVED
MAR 11 1963
FOR FILING

17 3416
6214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1963

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments

DEPARTMENT

Jack Mathis, General Contractor, began work on the Grants Pass Office Building Addition in Josephine County, Contract No. 6214, on March 8, 1963.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
FEB 1 - 1963
FOR FILING

475-3406

6214

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 31, 1963

Jack Mathis
General Contractor, Inc.
854 S. E. Stephens Street
Roseburg, Oregon

Dear Mr. Mathis:

The State Highway Commission on January 31, 1963, awarded to you State Highway Contract No. 6214 for the following project:

Construction of a building addition to
existing office building at Grants Pass
in Josephine County

This award was based on your low bid of $14,110.00 which was submitted to the Commission on January 29, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

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G 30 1962

FOR FILING
27-3406
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 28, 1962

SUBJECT: Office Building Extension
Grants Pass

To: Tom Edwards
Assistant State Highway Engineer
BUILDING

Mr. L. R. Chandler advises me that one resident engineer will be out of the Grants Pass office building at the end of September.

The Department of Motor Vehicles lease on their present building in Grants Pass expires September 30 and I have advised Gordon Graber of that department that the space being vacated by the Resident Engineer will be available for them to move into by the 27th or 28th of September.

As you know, the space being rented to the Department of Motor Vehicles is less than one-half the size required for efficient operation of that department, and also additional space will eventually be needed for Resident Engineers in the building.

With these facts in mind, it is my recommendation that we follow up on your suggestion and construct an addition to the building.

E. F. Chidsey
Assistant Maintenance Engineer

EFC:wg

Approved 8/29/62
Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

[illegible]

RECEIVED
AUG 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1962
FOR FILING
17-3426
6214

Salem, Oregon
March 19, 1962

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Administrative decision has been taken to continue the combined placement of offices of the State Police, Motor Vehicle Division, Permits, and PUC Departments in locations advantageous to better public service. These services will be placed in State Highway Department-owned buildings.

In the Grants Pass area, the Motor Vehicle Department must vacate their present quarters on August 1st. Would you please study this area to determine your Resident Engineer needs as of that date. It would seem that in all probability you should reach a point where the engineers could be quartered in the old Maintenance quarters and the space now occupied by Chapman and Roberts be made available to the Motor Vehcile Department.

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Forrest Cooper
G. S. Paxson
I. A. DeFrance

I-5-3(47) Judkins Point-Goshen Sec., 1963
190 Pacific Hwy. (Roadside Improve.)
#6215

FORM E-30X—50M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

[illegible]

6/14

SUBJECT:

To:
Mr. L. F. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

This office has been notified that funds are being withheld by the Bureau of Public Roads on the following projects until the listed corrections have been made.

Will you please take the necessary steps to resolve these matters and advise when each is completed. In the event work on any project has already been completed, advise of this also.

Ninth Street-North Ashland - Acceptance withheld pending sign compliance.

Goshen-Cottage Grove - Acceptance withheld pending correction of one sign violation and one sign relocation.

Cottage Grove-Divide - Awaiting completion of seeding and mulching.

Judkins Point-Goshen - Awaiting topsoiling and establishment period.

F. B. Morgan
Construction Engineer

By

John H. Walker
Assistant Construction Engineer

JHW:lp
cc L. P. Shaw
L. H. Young
R. N. Bothman

RECEIVED
SEP 24 1964

FOR FI

September 23, 1964

Fireman's Fund Insurance Company
333 California Street
San Francisco, California

Gentlemen:

A post-final payment for $140.00 will be made to Solomon Aichele on Contract No. 6215 for roadside improvement on Judkins Point-Goshen Section of Pacific Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $24,556.25, including the post-final payment. Of the total, $40.74 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Solomon Aichele
11360 S.E. Stevens Road
Portland 66, Oregon

Mr. R. E. Morehead
900 Board of Trade Building
Portland 4, Oregon

C.H. Maison
Attn.: John Herr

RECEIVED
SEP 21 1964
FOR FILING

(47)

September 18, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed February 24 on Contract No. 6215. The contract was with Solomon Aichele and was for roadside improvement on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 18, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:bbc

RECEIVED
JUL 27 1964
FOR FILING

T5-3(47)192

6215

July 27, 1964

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 1
August 27, 1964 meeting

We have received a request for an extension of time from Solomon Aichele, contractor on the Judkins Point-Goshen Roadside Improvement project on the Pacific Highway in Lane County (Contract No. 6215). The contractor requests an additional 20 workdays because of extra work and because of lack of available plant material.

The project has been completed and a total of 57 workdays was charged. The original workday allowance was 38 workdays.

The lack of plants is not a valid reason for a time extension and must be disallowed. The contractor elected, at his expense, to perform a portion of the contract in a manner which is of benefit to the State, and this required an additional two days. He elected to trench in lieu of digging individual holes for a line of trees, and this allows better subdrainage.

Your approval of a two-day extension is recommended. The Bureau of Public Roads concurs in this extension.

This matter will be on the agenda for your consideration at the August 27 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

CHB:bjm hlb fn
Enc.
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young

C. H. Maison

RECEIVED
SEP 25 1964
FOR FILING

[illegible]
6215

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#1

Oregon State Highway Commission
Salem, Oregon

Date May 22, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. 6215, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

APPROVED BY HIGHWAY COMMISSION
DATE Aug 27, 1964 for 2 days
Secretary

Respectfully submitted,

Archule Landscaping
Contractor

By Solomon Archule

CONSENT OF SURETY

Date May 22, 1964

We, FIREMAN'S FUND INSURANCE CO.

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FIREMAN'S FUND INSURANCE CO.
By Elizabeth L. Helm
Attorney-in-fact

SMITH & CRAKES
By J. Don Smith
Resident Agent
58 W. 11th Ave.,
Eugene, Oregon

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6215 Contractor Solomon Aichele

Highway Pacific

Section Judkins Point - Goshen

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be XXXXXX or **GRANTED**. The reasons for such recommendation are as follows:

Contractor used two days to accomplish extra work which was of benefit to the State and which was not originally required.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 6215
Project designation I-5-3(37)190 (State-Federal)
Date awarded Jan. 31, 1963
Work started Feb. 12, 1963
Per cent completed 100 % May 25, 1964 (Date)
No. of Workdays Allowed 38
No. of Workdays Used 57
No. of Added Workdays Requested 20

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1964

SUBJECT: Request for Time Extension
Judkins Pt.-Goshen Section
Pacific Highway
Contract No. 6215

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Solomon Aichele, contractor on this roadside improvement project, for a 20-day time extension. The contractor cites extra work to justify two days and lack of plants to justify the other 18 days.

The lack of plant material is not a valid reason for a time extension, but the extra work was of benefit to the State. The extra work consisted of constructing a trench instead of individual holes in rocky soil for the planting of a row of trees designed to be a headlight glare screen. The trenching allows proper drainage of the subsoil, and increases the probability of proper growth.

We recommend an extension of two days, which is the amount of time required for the extra work, which was done without additional compensation and at the option of the contractor. The contractor was charged 57 workdays and was originally allowed 38, so this will still leave 17 workdays for which liquidated damages will be charged.

This has been discussed with Mr. Grafe of the Bureau of Public Roads who concurs in the two-day extension. Rough drafts to the BPR and the Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

NOTED
[illegible] P. SHAW

RECEIVED
JUN 22 1964
OFFICE OF
STATE HIGHWAY ENGINEER

cc: L. H. Young

I-5-3(37)190
6215

June 30, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Request for Time Extension
Judkins Point-Goshen Section
Pacific Highway
Project No. I-5-3(37)190

Dear Sir:

We have received a request from Solomon Aichele, contractor on this roadside improvement project, for a time extension of 20 workdays. The original workday allowance was 38 days. The project has been completed and a total of 57 workdays was charged.

The contractor cites extra work and lack of available plants to justify this claim for extra time. The lack of plants is not a valid reason for a time extension and cannot be allowed. The contractor elected to construct a trench, in lieu of individual holes, for a row of trees used as a glare screen and did so at his own expense. This allows free drainage of water from the rocky subsoil and is considered to be a definite benefit to the project. This work required two days and we recommend a time extension in this amount.

The grant of two days will still leave 17 days charged as liquidated damages on this project. Your concurrence in our recommendation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm: ajw

Aichele Landscaping
11360 S. E. STEVENS ROAD
PORTLAND 66, OREGON

Shrubs - Tilling - Grading - Fencing

OLive 4-8816

11-29-63

H. E. Mayfield, Resident Engineer
2141 East 15th. Ave.
Eugene, Oregon

Re: Judkins Point - Contract #6215
Protesting work days - - - - - - - - - - - - - - - - - -
(November 18,19,20,21,22,26,27, &29, 1963)
December 2,3,4,5,6,9,10,16,17,18,19, & 20, 1963

H. E. Mayfield:

I do not feel it is right to get charged work days on the replacement which was planted during the spring and dyed over the summer period. All the bareroot items could not be dug until frost, which occurred last week and does take time for the supplier to prepare the material for delivery.

Plants that are being replaced still will be protected under the sixty day establishment period.

Yours truly,

Sol Aichele

(COPY OF LETTER SENT TO MAYFIELD ** Letter did not include protesting dates)

Bonded Landscaper

Aichele Landscaping
11360 S. E. STEVENS ROAD
PORTLAND 66, OREGON

Shrubs - Tilling - Grading - Fencing

OLive 4-8816

11-29-63

H. E. Mayfield, Resident Engineer
2141 East 15th. Ave.
Eugene, Oregon

Re: Judkins Point - Contract #6215
Protesting extra work and work days on job - - - - - - -

H. E. Mayfield:

I am being charged work days and penalty on work that I feel is not justified. I had one day left to finish the job. When I arrived to plant trees, the holes I had dug prior to planting were filled with water, so couldn't plant the trees.

The following morning after arriving at Judkins Point, Engineer Mayfield and a Goverment man, Mr. Graft were out and decided to have me trench out a 3x3 trench to replace the 3x3 holes previously dug according to the specffications. I had to go fifty miles one way to get my back-hoe and take out 75 yards of rock and haul it away to get this trench dug out.

They are now charging me a penalty of $70.00 a day when the specifications read you can not plant in holes that water stands in. I feel it is not right to be getting charged $70.00 a day for doing all that extra trenching of 75 yards of rock and not gettingextra pay for the work.

Please explain to me why I should be penalized when I should be receiving extra for extra work that has been forced upon me.

Yours truly,

Sol Aichele

(COPY OF LETTER SENT TO MAYFIELD)

Bonded Landscaper

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

July 20, 1964

08-35.4-DA

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-3(37)190
Judkins Pt.-Goshen Section
Pacific Highway

Regarding your June 30, 1964 letter relative to request for time extension from Solomon Aichele, contractor on subject roadside improvement project, we concur in your recommendation for grant of two days.

RECEIVED
JUL 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
cc Young
7-22-64

NOTED
LLOYD P. SHAW

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	WEEK ENDING May 30, 1964
	SECTION Judkins Point - Goshen	SECTION PREFIX 620-1093
	HIGHWAY Pacific	COUNTY Lane
NAME OF JOB Judkins Point - Goshen	KIND OF WORK Roadside Improvement	
CONTRACTOR Solomon Aichele	CONTRACT NUMBER 6215	FEDERAL AID PROJECT NUMBER I-5-3 (47) 190
DATE OF CONTRACT Jan. 31, 1963	DATE WORK STARTED Feb. 12, 1963	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK (1 day) MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS 38	WORK DAYS USED 57
PROJECT AUTHORIZATION: $30,007.24	ENGINEERING AUTHORIZATION $2,133.85	PERCENT OF TIME ELAPSED 150
EXCLUSIVE OF ENGINEERING $27,873.39	ENGINEERING COST TO DATE $2,637.63	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $25,746.66	PERCENT OF AUTHORIZATION 123.61 %	
ESTIMATED PERCENT XXXXX UNDERRUN 7.63 %	DATE PROJECT WAS COMPLETED: Feb. 24,1964 (orignial planting) May 25, 1964 (replanting & cleanup)	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED	Topsoil				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,500 c.y.				
TOTAL QUANTITIES CORRECTED TO DATE	1,540				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,540				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	1 1 day				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK pickup 1

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	mostly fair		
MONDAY	mostly fair		
TUESDAY	fair		
WEDNESDAY	partly cloudy		
THURSDAY	partly cloudy		
FRIDAY			
SATURDAY			

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUN 1 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	The contractor had 2 men working, replanted the trees, shrubs, English Ivy, and St. Johnswort necesary to complete the replanting. Mr. Olson was present and assisted in the replanting of ground cover.
TUESDAY	Crew recounted ground cover for final count. Mr. Quiner was in the office.
WEDNESDAY	Post-final estimate submitted covering reduction in number of ground cover plants.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This is the last weekly report.

SIGNED W. E. Mayfield

ADDRESS 2141 E. 15 Ave. Eugene, Oregon 97403

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
MAR 24 1964
FOR FILING

March 23, 1964

Rich & Sons Nursery
Route 1
Hillsboro, Oregon

Attention: Mr. Samuel J. Rich

Gentlemen:

This is to acknowledge receipt of your letter of March 18 stating that Aichele Landscaping owes you approximately $2,300 for plant materials furnished for jobs at Eugene and Medford. The two contracts on which Solomon Aichele is the principal contractor in the Eugene and Medford areas are described as follows:

Contract No. 6215 - Roadside improvement on the Judkins Pt.-Goshen Section of the Pacific Highway in Lane County.
Surety: Fireman's Fund Insurance Company
Agent : R. E. Morehead
Completed February 24, 1964. Not yet accepted by the Highway Commission.

Contract No. 6201 - Roadside improvement on the 7 Oaks-Jackson St. Section of the Pacific Highway in Jackson County.
Surety and Agent - Same as above.
Completed January 3, 1964. Not yet accepted by the Highway Commission.

The Fireman's Fund Insurance Company, through R. E. Morehead, 900 Board of Trade Building, Portland 4, Oregon, furnished the performance bonds on these contracts. The bonds are given to assure completion of the contracts and payment of all bills incurred in them.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment.

If you wish to protect your claims under the bonds, they should be filed with the Secretary of State within six months after the contracts have been accepted by the State Highway Commission. The claims may be filed prior to acceptance of the contracts. Attached are excerpts from the Oregon Laws outlining the filing procedure.

NOTED ON CARD

Bich & Sons Nursery
March 23, 1964
Page 2

This information will be noted in our records and we will advice the surety and the contractor of the receipt of your letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Fireman's Fund Insurance Co.
3333 California Street
San Francisco, California

R. E. Morehead
900 Board of Trade Building
Portland 4, Oregon

Aichele Landscaping
11360 S. E. Stevens Road
Portland 66, Oregon

Commissioners

CWH:fp

R&S Seal of Quality

RICH & SONS NURSERY
Phone MIdway 8-4770 ★ Route 1
HILLSBORO, OREGON

SAMUEL J. RICH
AMOS C. RICH

March 18, 1964

Mr. Floyd Query, Sec
Oregon State Hwy Comm
Salem, Oregon

Dear Mr. Query:

This is to advise that we have due and payable from Aichele Landscaping approximately $2300.00 for plant materials furnished for jobs at Eugene and Medford and would appreciate knowing if there is a reserve account due them to protect our interest.

Very truly yours,

RICH & SONS NURSERY

Samuel J Rich

#6215 - Lane Co.
#6201 - Jackson Co.

Cl
please reply
J.L.

OREGON ASSOCIATION OF NURSERYMEN
Plant America... Plant Oregon

AAN

NOTED
C. W. HEAD

RECEIVED
MAR 19 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 20 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1963

SUBJECT: Glare Screening
Judkins Pt.-Goshen Section
Pacific Highway
Contract No. 6215

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

NOTED
LLOYD P. SHAW

We have discussed your proposed Price Agreement #2, under which you propose to plant a screen at McVay Interchange, with the Bureau of Public Roads. The Area and District Engineers are not at all convinced that the planting of Arborvitae at this location is at all feasible. Mr. Grafe expressed the opinion that the rock encountered would effectively present satisfactory growth of the proposed plants.

In the discussion, it was suggested that this would be a good place to try an installation of perforated metal glare screen. We have obtained and are sending a small sample of plaster lath which shows the general type of material referred to. An installation for the purpose of screening headlight glare would, of course, be much heavier than the lath we are sending, and may be either galvanized steel or aluminum.

The material is available in both steel and aluminum, and comes in 4' x 8' sheets. We suggest that you obtain prices from the contractor to determine the feasibility of such an installation. Samples of the material can be obtained from practically any steel warehouse or large fabricator, and the various sizes should be viewed to determine the desirable guage of the metal and size of the perforations. We have obtained information on aluminum sheets: a 1/2" perforation in .051" sheets costs 65¢ per square foot, and a 3/4" perforation in .081" sheets costs 72¢ per square foot.

The material may be supported on the existing fence posts -- this possibility should be investigated -- and the low edge of a 4' sheet should be at about 2' above the ground. Additional posts or a top rail may be needed to give additional support. A distributor in Portland has been contacted and will be in your office in the near future.

NOTED
LLOYD P. SHAW

We will hold the Price Agreement you submitted until a determination is made as to the feasibility of the metal screen. The Bureau of Public Roads will not participate in this work if done by State Forces, but they would encourage an experimental section of the screen.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachment

cc: L. P. Shaw

[illegible]
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 - 1963

FOR FILING

[illegible]

[illegible]

May 29, 1963

Ferris Quality Nursery
Box 655
Newport, Oregon

Attention: Mr. Warren Ferris

Gentlemen:

This is in reply to your letter of May 28 informing us that Aichele Landscaping Company of Portland has an outstanding account with you, in the amount of $183, for furnishing nursery stock for landscaping on the freeway near Eugene.

From the description in your letter we are unable to ascertain the job on which you furnished the nursery stock, as Solomon Aichele has two contracts in the vicinity of Eugene, as follows:

Contract No. 6040 - Roadside improvement on McKenzie River-Willamette River Section of Pacific Highway, Lane County. American Surety Company - surety
Portland Office, 600 Yeon Building, Portland 4, Oregon.
(This contract completed April 30, 1963, but not yet accepted by the State Highway Commission.)

Contract No. 6215 - Roadside improvement on Judkins Point-Goshen Section of Pacific Highway, Lane County.
Fireman's Fund Insurance Company - surety
R. E. Morehead, Agent
900 Board of Trade Building, Portland 4, Oregon
(This contract approximately 30% complete.)

The surety companies on these contracts have furnished the performance bonds which are given to assure completion of the contracts and payment of all bills incurred in them. The State does not make payment of claims, but looks to the prime contractor and the surety for such payment.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

P.S. Please notify us the contract on which you furnished the nursery stock

Ferris Quality Nursery

FOREST SEEDLINGS NATIVE PLANTS
BOX 655 - NEWPORT, OREGON - TEL. AMHURST 5-5590

May 28, 1963

[illegible] complete

#6020 — ? Completed 30 '63
#1215 — ? 30%

Office of the Secretary
State Highway Commission
Salem,
Oregon.

Dear Sir:

I have an outstanding account against the Aichele Landscaping Company of Portland, Oregon in the amount of $183.00, which is past due since February, 1963.

This outstanding account is for Nursery stock supplied to them for Freeway landscaping on the freeway near Eugene, for the Highway Department.

It is my understanding that I should petition you for a lein against the Aichele Landscaping Company's future bids for payment of this account.

Any assistance from you in this effort will be sincerely appreciated.

Yours very truly,
Warren Ferris
Warren Ferris
Ferris Quality Nursery

WF.s

RECEIVED
MAY 29 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 14 1963
FOR FILING

477 Cottage St. N.E.
Salem, Oregon

March 6, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-3(47)190
Judkins Point - Goshen Section
Roadside Improvement

We are in receipt of your letter of March 5, 1963, requesting concurrence in your proposal to allow the contractor on subject project to purchase State owned Bearberry plants at $0.15 per plant, said price to be deducted from payments to the contractor.

We note that this is an identical request to that of the same contractor for the Halsey Interchange--McKenzie River Roadside Improvement project, and are unable to understand why this situation was not recognized prior to preparation of plans for subject project.

We will concur in the present proposal as submitted, but wish to recommend that steps be taken to use plants available in the trade on subsequent projects.

RECEIVED
MAR 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
copy To Morgan
3-13-63

RECEIVED
MAR 7 - 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 3 - 1A	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TATE Oregon
PROJECT REPORT NO. I (47)190	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Lane
		PROJECT NO. I-5-3(47)190

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Eugene City Limits to Goshen

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-7-63	3.360
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 29,340.00	$ 26,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By Lloyd P. Stew
Asst. State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund
L. R. Backlund, Administrative Mgr.
Date executed by Division Engineer March 5, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20124-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-3(47)190

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 19, 1963

Type Code X005
Roadside Improvement (Sta. 207+50 to Sta. 384+69.48) (Contract 6215)

Tractor and Dozer	28 hours	$ 11.00	$ 308.00
Furnishing and Placing Topsoil	1,500 cu.yds.	2.75	4,125.00
Furnishing and Planting Trees	520 only	7.85	4,082.00
Furnishing and Planting Shrubs	2,920 only	2.90	8,468.00
Transplanting English Holly	59 only	5.00	295.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	4,900 only	0.20	980.00
Furnishing and Planting Vines, Bearberry	3,930 only	0.32	1,257.60
Furnishing and Planting Vines, English Ivy	19,500 only	0.17	3,315.00
Organic Fertilizer, 5-3-2	70 cwt.	5.25	367.50
Inorganic Fertilizer, 10-16-8	20 cwt.	5.00	100.00
Manure Fertilizer	75 cu.yds.	6.00	450.00
Mulch Material	250 units	11.50	2,875.00
			$26,623.10
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Subtotal		$26,673.10
	10% Engr. & Cont.		2,666.90
	Total		$29,340.00

Length of Project	3.360 Miles
Cost of Project Per Mile	$8,732.14

Federal Funds	$26,900.00
State Funds	2,440.00
	$29,340.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-3(47)190

JUDKINS POINT-GOSHEN SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 31, 1962

Type Code Y005
Roadside Improvement (Sta. 207+50 to Sta. 384+69.48)

Tractor and Dozer	28	hours	$12.00	$ 336.00
Furnishing and Placing Topsoil	1,500	cu.yds.	2.50	3,750.00
Furnishing and Planting Trees	520	only	7.50	3,900.00
Furnishing and Planting Shrubs	2,920	only	3.00	8,760.00
Transplanting English Holly	59	only	3.00	177.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	4,900	only	0.25	1,225.00
Furnishing and Planting Vines, Bearberry	3,930	only	0.30	1,179.00
Furnishing and Planting Vines, English Ivy	19,500	only	0.20	3,900.00
Organic Fertilizer, 5-3-2	70	CWT	5.50	385.00
Inorganic Fertilizer, 10-16-8	20	CWT	5.50	110.00
Manure Fertilizer	75	cu.yds.	6.00	450.00
Mulch Material	250	units	12.00	3,000.00
				$27,172.00
Flagging (57½% of Contractor's Cost)	All Required			50.00
	Subtotal			$27,222.00
	10% Engr. & Cont.			2,722.00
		Total		$29,944.00

Length of Project - - - - - - - - - - - 3.360 Miles
Cost of Project Per Mile - - - - - - $8,911.90

Federal Funds -	$27,500.00
State Funds -	2,444.00
	$29,944.00

RECEIVED
FEB 1 - 1963

FOR FILING

COMMISSIONERS
GLENN [illegible]
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-3(47)170

6215

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 31, 1963

Solomon Aichele
11360 S. E. Stevens Road
Portland 66, Oregon

Dear Mr. Aichele:

The State Highway Commission on January 31, 1963 awarded to you State Highway Contract No. 6215 for the following project:

Roadside improvement on the Judkins Point-Goshen Section of the Pacific Highway in Lane County

This award was based on your low bid of $26,623.10 which was submitted to the Commission on January 29, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Mark Astrup

RECEIVED
FEB 4 - 1963

FOR FILING
I-5-3 (47) 190
6215

477 Cottage Street, N.E.
Salem, Oregon

January 31, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-3(47)190
Judkins Point-Goshen Section
Roadside Improvement

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6215 to Solomon Aichele of Portland, Oregon, low bidder in the amount of $26,623.10 at the January 29, 1963 bid opening.

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
2-4-63

I-5-4(52) N. Jefferson Jct.-N. Albany 1963
235 Interch. Sec. (Paving)
#6216

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

6216

23
October 2[illegible], 1964

Mr. [illegible] Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Underpayment of Wages
West Salem Project
Contract #6046
N. Jefferson-N. Albany
Contract #6216

Dear Mr. Parsons:

Your letter of July 23, 1964, requested certain information in regard to the two aforementioned projects. You specifically wished to know the status of our investigation in regards to the wage compliance discrepancies in the payroll of [illegible] Trucking Company. This investigation was completed on August [illegible], 1964, and at that time Mr. John Girvin, of your office, was contacted and concurred with this office that our investigation was satisfactory to the Bureau and could be concluded.

The purpose of this correspondence is to officially answer the queries raised in your letter.

The apparent discrepancies in the hours reported by Parkhurst as opposed to those listed by Mrs. Irene Curl, and as compared in your attachment to the letter of July 23, 1964, are not, in fact, irreconcilable. We have examined Mrs. Curl's books and the records of Mr. Parkhurst. In all cases, the hours claimed by each do, in fact, agree. On Parkhurst's signed time sheets, he includes all hours for which he had been properly paid; this includes the dates of May 22, 23, 24, 27, and August 6, 1964. These hours were all worked on the West Salem Overpass project doing extra hauling for [illegible] Construction Company, and are the only dates which were within the provisions of the wage compliance sections of the federal and state contracts. All other hours on both of the contracts in question were performed in connection with an exempt supply operation.

NOTED
LLOYD P. SHAW

Mr. [illegible] Pearson
October [illegible], 19[illegible]
Page 2

Specifically, E. F. Hall Trucks were hired by River Sand and Gravel to haul from their source of supply to a stockpile site on the project at [illegible]. [illegible] and [illegible] had a subcontract with Hinz-Hall for paving, and used River Sand Sand and Gravel as a materials supplier. [illegible] the contract requirements in regard to wage compliance, the employees of materials suppliers are not protected by the [illegible] Act.

This same situation [illegible] on the North [illegible]-[illegible] Jefferson project under contract to [illegible]. On this job, [illegible] Cement Company of [illegible], [illegible], contracted with Hays to supply gravel on-site at a fixed consideration.

It is admitted by [illegible] that on some occasions, work was done on some other private jobs during the same days as the work on the Federal-State projects.

We believe that this is a satisfactory disposition of this matter. All payroll records of the [illegible] contractors appear to be in order and can be [illegible] by [illegible] by Mr. [illegible] and Mr. [illegible]. Since Mr. Hall has no satisfactory records of his own and the records of the other parties are in order, there can be no real dispute in [illegible]'s favor. As to all allegations made to this time, everything appears to be rectified and we now consider this matter closed.

Very truly yours,

G. H. [illegible]
Chief Counsel

[illegible]

CC - Mr. Lloyd P. Shaw
Mr. Frank Towle
Mr. John Garvin, Bureau of Public Roads

PAGE PAVING COMPANY
GENERAL HIGHWAY CONSTRUCTION · · · · · · · · · · MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON - 97308
EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE PRESIDENT
JEANNE B. PAGE, SEC.-TREAS.
TELEPHONE: 585-2686

RECEIVED
1964
FOR FILING

REFERRED TO
Admin.
BY SECRETARY

Lindas

June 30, 1964

Oregon State Highway Commission
Highway Building
Salem 10, Oregon

Re: N. Jefferson Junction-N. Albany
Interchange Section. C# 6216

Gentlemen:

This is in answer to Mr. L.I. Lindas letter of June 23, 1964, wherein stated that Mr. Cecil Parkhurst and Mr. J. C. Bean claim that they were paid $2.65 per hour instead of the contract minimum wage rate of $3.58 per hour as drivers of 10 cy dump trucks on the above project.

According to our payroll records, these men were paid at the rate of $3.68 per hour. Also, upon checking with the R.S. Burch Gravel Company, these men were carried on their payroll for the week-ending August 24, 1963 and were both paid the required minimum wage rate for their classification at $3.58 per hour.

All transcripts of payrolls, including those of the Burch Gravel Company, were turned into Mr. Arthur Duffy's office for the construction period from May 1, 1963 through September, 1963.

This letter is to express our desire to cooperate in order that we may help clarify this situation as soon as possible. As we have always put forth a maximum effort to comply with the minimum hourly rates on all State and Federal projects, we would appreciate any additional information you may have, forwarded to us immediately.

Very truly yours,

PAGE PAVING COMPANY

NOTED
VICTOR P. SHAW

Emerson B. Page,
President

EBP:cp

Orig to Lindas
7-2-64

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JUN 25 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 23, 1964

Page Paving Co.
494 State Street
Salem, Oregon

Gentlemen:

It has been brought to the attention of this office that two employees of the Harry P. Reid Trucking Service claim they were not paid the minimum hourly wage on a State Highway Federal Aid Project.

The men making the claim are a Mr. Cecil Parkhurst and Mr. J. C. Bean, and the project involved is the North Jefferson Junction-North Albany Interchange Section of the Pacific Highway (Interstate 5).

These men claim they were drivers of ten cubic yard-trucks and were paid at $2.65 per hour instead of at least the contract minimum wages of $3.58 per hour, which it appears was their classification.

In order to attempt to clarify this situation, I am asking that you submit transcripts of payrolls for the construction period on this project from May 1 through September, 1963. If payroll transcripts are not available, certified machine copies of time books will be sufficient.

Any information should be submitted to Mr. L. I. Lindas, Chief Counsel, Room 104, Oregon State Highway Department Building, Salem, Oregon.

Very truly yours,

L. I. LINDAS
Chief Counsel

JG:rh

NOTED
FORREST COOPER

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Lloyd P. Shaw
Mr. Frank Towle
Mr. A. W. Parsons, USBPR -Salem
Attention: John Girvin
497 Cottage Street

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JUN 29 1964
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

6216

June 22, 1964.

Mr. Norman B. Kobin
Attorney at Law
314 Oregon Bank Building
Portland, Oregon 97204

Dear Mr. Kobin:

RE: Contractor Claim
N. Jefferson Jct.-N. Albany Section
Pacific Highway
Contract No. 6216

We have again reviewed the three items of claim presented by the contractor on the captioned project. Also your letter of May 21 concerning this claim has been reviewed.

Claim No. 1, Deduction of $758.40 from final estimate for non-specification asphalt. The contractor contends the asphalt was within specifications. However, laboratory report numbers 649375, 650168, 651457, 651823 and 652948, representing 126.4 tons of 85-100 grade asphalt, show non-specification material from failure to meet penetration requirements. The samples taken for laboratory tests on this material were according to accepted and prescribed methods and under the direction of a qualified State Inspector.

Acceptance of non-specification material in the final product cannot be allowed without a measure of adjustment or penalty to the contractor. The 25 per cent of invoice cost penalty in cases of this kind is an alternative to replacement of the mix into which the asphalt is placed. We believe it is justified in this instance.

Claim No. 2 - Failure to pay the sum of $5,042.31 as extra work for protective and directional measures - $1,117.67 was paid the contractor for directional signing as prescribed to be the State's obligation. After careful consideration the remainder of all signing has been determined to fall into category #3 under the heading "Signs, Barricades, Lights and State Participation" on page 3 of the Supplemental Provisions which are a part of the job contract. This signing, then, is the contractor's obligation and is provided at his expense.

Claim No. 3 - The sum of $13,777.57 for crushed rock purchased from commercial sources.

After review of the job records and laboratory reports, a misinterpretation of the term "rejects" becomes apparent.

At the beginning of production of required coarse and fine aggregate, the contractor experienced difficulty in keeping the fine fraction (1/4-0) within specification requirements. Daily field control record tests show 9 of 19 samples tested to be not suitable because of gradation. Also, that the contractor was informed of this. The contractor tried several methods to control this without success.

The problem lay in an excess of material between the #10 and #200 mesh screens due to the presence of natural (noncrushed) fines. On March 20, 1963 after several days operation, the contractor started rejecting the natural 1/4-0 fine material which was wasted on the stockpile surface area, around the plant area and along the river bank. "Rejecting" in this instance means the natural fine material was removed from the finished product intended for use. This is common practice. It was necessary in this case to obtain an acceptable 1/4-0 material which met pertinent specifications.

On March 29, the contractor started stockpiling this "rejected" material. The paving subcontractor asked the engineer if this natural fine material could be used in the mix. Tentative proportions were calculated by the engineer which would allow its use as 19 per cent of the total aggregate with the addition of material passing the #200 screen. (Laboratory Report Nos. 633449, 633817 and 635133).

Daily field control check records from April 1 to May 3 also show this material to be unsuitable by itself for specification 1/4-0 material. These records also show the contractor was informed of this.

To properly proportion this out of specification material into the mix, a separate feeding device was necessary. This is specified in Article 2.18.14 of the Standard Specifications.

The contractor started paving operationson July 29, 1963 using only the manufactured 1/4-0 material and without provisions to blend the "out of specification" natural fine pile into the mix. He was advised by letter of August 1, 1963 that a continuation of this practice would result in a shortage of the manufactured fines and rejection of the natural fine material.

The contractor did not provide a suitable blending device until as he states "the last two or three days". The question here is simply one of specification material and adherence to specifications which should be clear to any material supplier. This claim cannot be honored.

We do not believe another meeting is required.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp
cc Lloyd Shaw ✓
Alan Johansen
R. D. Asburry

[illegible]
JUN 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

②

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

NORMAN B. KOBIN
PAUL R. MEYER
LEO LEVENSON
OF COUNSEL

CAPITOL 3-1108

May 21, 1964

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Re: Contract 6216
N. Jefferson Interchange

Dear Mr. Morgan:

You will recall meeting at Salem on Friday, April 10, 1964, wherein three separate claims presented by the contractor were submitted to you.

Claim No. 1 concerned itself with the arbitrary deduction for alleged out of spec asphalt. It was resolved that this was a legal question and that Mr. Barrabas would discuss this further with me. I have not heard from him.

Claim No. 2 related to signing. It appeared evident that sufficient payment had not been made to the contractor. The resident engineer acknowledged that the only signing that was paid for was for construction speed signs and not those which directed the public up to the start of the job and at the end of the job. You stated that you would personally look into this further and determine the additional compensation forthcoming.

no

Claim No. 3 concerned itself with the crushed aggregate. During the course of the meeting it was indicated by Mr. Duffy, resident engineer, that the second stockpile which Mr. Burch created was a reject pile, and that in order to give the contractor a break, Mr. Duffy suggested that this pile of rejects could be used if properly blended at the plant. You will recall Mr. Burch violently objected

CONSTRUCTION DIVISION
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MAY 25 1964

to this statement and explicitly stated that although the materials were marginal at times, they were never out of specs and were never rejected. I acknowledged that if these materials were rejects that we would of necessity be required to take another look at our claim. Unfortunately, the resident engineer did not have available the results of the tests which he claimed evidenced rejection of the stockpile. We concluded that the first thing to determine was whether the materials were rejects. You directed copies of the alleged rejected test reports be delivered to us for our examination.

Agency

These reports were furnished to Page Paving Company, who in turn referred them to Mr. Burch. Mr. Burch informs me that the reports corroborate his position. The stockpile did not consist of rejected materials.

I am further informed by Mr. Burch that he recently had occasion to be in the lab at Salem. He contacted Mr. White and advised Mr. White that Mr. Duffy had made the statement at the meeting to the effect that the materials were rejects. Mr. White advised Mr. Burch that this was not true; that he definitely recalled the conversation at the crusher site during the job and that the materials were definitely not rejects, but rather would be acceptable if blended at the plant. Mr. White further stated that none of the letters or their records indicate that this stockpile was rejected material. Mr. White made an attempt to reach Mr. Duffy to determine why he even mentioned this at the meeting. Unfortunately Mr. Duffy was not available.

Agency
Duffy

This is for your information, and if you believe that another get-together is necessary, please advise. It would appear so to me, especially in view of the third claim.

Very truly yours,

KOBIN & MEYER

Norman Kobin

Norman B. Kobin

NBK:dc

cc: R. S. Burch Co.
Route 1, Box 204A
Sheridan, Oregon

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MAY 25 1964
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7-5-41

6216

5-25-64

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Apparent Violation
Labor Compliance

Dear Sir:

Your letter of February 14 advised Forrest Cooper, State Highway Engineer, of a signed statement and complaint made by Cecil Parkhurst that he was underpaid on Federal-aid highway projects.

Investigation of wages paid by Parkhurst's employer, H. P. Reid Trucking Co., brought to light a Mr. J. C. Beam who also alleged to have been paid below-scale wages by the same firm. This information was brought to our attention by your memorandum of March 9.

Investigation by the State has been undertaken by Mr. Lindas' office, and Frank Towle and John Graham have been working with your Mr. John Girvin. Mr. Girvin advised us by phone, May 22, that the investigation continues.

It is my understanding that your office is handling the direction of investigative efforts and if further administrative action by the State is required, you will so advise us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
L. I. Lindas

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6216

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 6, 1964

Page Paving Company
P. O. Box 2206
Salem, Oregon

ATTENTION: Mr. Emerson B. Page

Re: N. Jefferson Jct.-N. Albany Section
Pacific Highway
Contract No. 6216

Gentlemen:

Your recent claim on the above project has been thoroughly investigated. The meeting you suggested for discussion has been tentatively set for 1:00 P.M. on Friday, April 10, 1964, in the Construction Engineer's Office in Salem.

Will you please advise if this does not meet with your approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: L. P. Shaw
R. D. Asburry

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[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 9 1964

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6216

Salem, Oregon
March 25, 1964

Mr. F. D. Morgan
Construction Engineer
Building

North Jefferson Interchange-
North Albany Interchange
Interstate 5 - Pacific Highway
Contract No. 6216
Marion and Linn Counties

The accompanying document (original previously sent to your office) sets forth a claim by Page Paving Company, prime contractors, on the subject project.

Will you please have this matter investigated and any necessary steps taken to protect our interests.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

March 18, 1964

State Highway Department
Salem
Oregon

Attention: Engineer

Re: Contract No. 6216
N. Jefferson Interchange-
N. Albany Interchange

Gentlemen:

Please refer to page 10 of the Supplemental General Provisions' paragraph entitled "Claim of Error or Omission in Final Estimate."

Contractor contends that the Final Estimate dated December 20, 1963, is incorrect and insufficient in the respects hereinafter set forth and submits this claim for additional compensation earned under the contract.

Claim No. 1--Deduction of $758.40 for liquid asphalt allegedly not in accordance with specifications.

A deduction of $758.40 was made from the Final Estimate on the basis that a portion of the liquid asphalt incorporated into the contract did not conform to the Specifications. Contractor contends that the liquid asphalt was within the Specifications. The state tests were incorrectly taken and the results thereof were not true and accurate.

The deduction of a sum equal to 25 per cent of the invoice cost of the liquid asphalt was arbitrary and without any basis or foundation from a value standpoint. There is no contractual provision for such unilateral determination and deduction.

Claim No. 2--Failure to pay the sum of $5,042.31 as extra work for protective and directional measures.

Articles 1.4.7, 1.7.8, 1.7.9 and 1.7.14 of the Standard Specifications are amended, supplemented and superseded by paragraph entitled "Signs, Barricades, Lights and State Participation in Cost" of Supplemental General Provisions (issue of September 1, 1962) and further amended, supplemented and superseded by paragraph entitled "Extra Work Items," page 21 of Special Provisions of the contract.

Consistent with the above and on April 3, 1963, three prints of a drawing were forwarded to contractor detailing the protective and directional measures of work to be performed. On April 9, 1963, three prints superseding the first print were forwarded. Contractor immediately advised that it would expect full compensation for all details performed under your required Plans and that its force account work would not be limited to the three Speed Signs as previously indicated by the resident engineer.

Contractor interpreted the contract to mean that he would receive payment as extra work for all "Directional Signing" as provided by the Special Provisions and all "protective and directional measures" as provided by the Supplemental General Provisions required by the state and that the Standard Provisions for highway construction had been superseded. There was no special pay item set up for this work in the contract. It was required by a plan prepared after the contract was bid and let. The interpretation by contractor is reasonable and binding on the state.

Itemization of such extra work on a force account basis has previously been submitted to the state. Such itemization by this reference is made a part of this claim. A summary of charges, amounts paid and balance claimed is enclosed.

Claim No. 3--The sum of $13,777.37 for additional crushed rock furnished from private commercial sources to complete subject contract.

Our crushing and aggregate subcontractor, R. S. Burch Co., has requested payment of the sum of $13,777.37, itemized as follows:

4185.75 Cy 1/4-0 Crushed Rock from commercial source	$9,494.76
Trucking and costs	3,212.42
Bunker rental and installation costs	414.12
Subtotal	13,121.30
Plus 5 per cent	656.07
Total due	$13,777.37

Standard Provision for Highway Construction, paragraph 2.18.10 supplemented and amended by Supplemental Standard Specifications page c, paragraph 4(c), Handling Cold Aggregate, contemplates two stockpiles of aggregate for handling, one to contain the coarse aggregate and the other the fine aggregate.

Mr. Burch contends:

Despite the fact that the fine aggregate was being produced within the Specifications, but marginal, it was recommended by your representatives that the sand (fines) be handled in a separate pile. This was done by him on the representation and assumption that this would be blended at the plant with the other fines and put directly into the belt. Three stockpiles, therefore, were created, one of coarse aggregate and two of fines. The contract at its best only required a stockpile of coarse aggregate and a stockpile of fines.

The engineer's representative, however, prevented blending of the sand except by a separate loading device despite the aforesaid representations and assumptions. The loading device was not contemplated; hence not available immediately. The exigencies of job performance required that 1/4" material be obtained from commercial sources until the last two or three days of performance when a bunker was brought to the job and blending as per directive could be performed. The sand could have been blended with the other aggregate at the plant without the separate loading device and still comply with the Specifications.

As a direct result of the above material, stockpiles of 1/4" and sand fines totaling an excess of the quantities required to complete the job were left unused. The stockpiles were more than adequate to complete the job without importing commercial materials.

It is submitted that our claim totaling $19,578.08 be allowed and demand is therefore made for payment thereof. We would be happy to meet with you in order to openly exchange our mutual thoughts and positions on these claims at your earliest convenience.

Very truly yours,

PAGE PAVING COMPANY

By Emerson B. Page, Pres

PAGE PAVING COMPANY
Salem, Oregon

PROTECTIVE & DIRECTIONAL MEASURES CLAIM

N. Jefferson Inter.-N. Albany Inter.
Contract No. 6216
May, 1963 thru August, 1963

Contractor	Amount of Contractors Statements	Amount Paid By State	Amount Due
Kenneth E. Nielson	$ 54.98	$ 54.98	$ -
Kenneth E. Nielson	925.00	-	925.00
I. J. Ely Co.	1059.27	70.09	989.18
I. J. Ely Co.	1007.55	64.11	943.44
I. J. Ely Co.	685.04	396.53	288.51
Page Paving Company	9.58	9.58	-
Page Paving Company	63.88	63.88	-
Page Paving Company	2354.68	458.50	1896.18
Totals	$ 6159.98	$ 1117.67	$ 5042.31

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March 11, 1964

Mr. A. [illegible]. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Please refer to your memoranda dated February 14 and March 9, both of which are in regard to evidence of a lack of compliance with the [illegible] Act of [illegible].

The February 14 memorandum was referred to Mr. Lindas, Chief Counsel, for investigation. Press of other matters of great urgency prevented his assigning anyone to undertake the investigation at that time.

It is my understanding it will now be possible to give further attention to the charges made by C. Parkhurst and J. C. Bean. To the end that this matter be handled in an orderly manner, I am directing your March 9 memorandum to Mr. Lindas and asking him to contact you so that our efforts may be properly coordinated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
L. I. Lindas - (with BPR memorandum)
L. H. Young
C. H. Maison

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MAR 10 1964
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FORM E-30 90M 12-63 94676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1964

SUBJECT:

To: MEMO TO THE FILE

Mr. A. W. Parsons, Division Engineer, BPR, was in my office the afternoon of March 9 to discuss:

(1) State suggestion of revised alignment on one ramp at Otis Junction.

(2) Expediting design and construction of Florence-Hanson Creek Section, Siuslaw Highway.

(3) Labor wage deviation on two State contracts and one BPR contract.

(1) Alignment to ease the curve on the westbound to northbound movement was presented to Parsons who stated he would have the project evaluated for available material and would advise us later of his findings.

(2) Parsons called the BPR design office in Vancouver and requested the needed deeds and ties for completing right-of-way descriptions be provided at once. He also will give consideration to putting on a construction project from Florence to Cushman at an early date. This section is clear as to right of way. He will contact Norm Wood regards this matter.

(3) This matter had been turned over to our Legal Division for sleuthing on February 19 but to date its personnel has been engaged on Astoria Bridge and other pressing matters. John Girven has been assigned by BPR to make its investigation and Parsons and Rohde will coordinate the efforts of State and Federal people in this regard.

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter

Lloyd Shaw

FORM E-30 50M 3-63 43607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1964

SUBJECT: Labor Compliance
Claim of Violation
Cecil Parkhurst

To: Frank I. Towle
Engineering Investigator

OFFICE

Mr. A. W. Parsons, Division Engineer, BPR, called yesterday to say that besides the two state projects on which the above party has complained, there was a third project let by the Bureau. This, of course, calls for an investigation by this office.

It was Mr. Parsons' thought, and I agree, that the two investigations should be coordinated, one with the other. Mr. John Gervin is the party selected to investigate by the Bureau. Would you please get in touch with him at your convenience?

G. E. ROHDE
Assistant Counsel

GER:bp
cc: Lloyd Shaw ✓
A. W. Parsons

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MAR 11 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 30M 8-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1964

REFERRED TO
Shaw

Are you handling this?

SUBJECT:

To: Mr. R. L. Porter
Deputy State Highway Engineer
OFFICE

Complaint from Reed Trucking Co.

Mr. A. W. Parsons was in my office this date and stated that the Bureau had received a complaint of non-conformance of contracts on the Albany-Jefferson Junction Section and on the West Salem project.

Both of these contracts were done by the Page Paving Company, either as contractor or as subcontractor.

Will you please tell me what gives.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

Conference with A. W. Parsons 3-9-64. Memo to files.

477 Cottage Street, N.E.
Salem, Oregon - 97301

March 9, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.EC

Labor Compliance
Apparent Violation

Our February 14, 1964 memorandum submitted a signed statement by Mr. C. Parkhurst claiming underpayment on Federal-aid projects.

On March 4, 1964 this office contacted Mr. J. C. Bean on evidence mentioned in the Parkhurst Statement to support our case on the Otis-Neskowin project. However, in the attached statement, Mr. Bean revealed he did not work on our project, but had, however, worked on Federal-aid projects including the West Salem F-325(5) and U-322(5) and the Albany-N. Jefferson Project, I-5-4(52)235. He mentions receiving a similiar rate of $2.65 per hour for truck driver, 6 - 10 CY, as did Mr. Parkhurst.

Your attention is directed to the Work Hours Act of 1962 which applies to the Interstate project. This Act involves overtime, daily and weekly, liquidated damages, withholding, payment and appeals procedures. The Act's application to the factual situation should be reviewed carefully. See Appendix A-7(v), page 129 of the Federal-aid Labor Compliance Manual for details of this Act.

In as much as this case involves labor compliance under your jurisciction as well as ours, we suggest that in order to proceed in an orderly manner that we coordinate our efforts jointly in processing this apparent violation.

Attachment

Salem, Oregon, March 4, 1964

I, J. C. Bean, reside at 556 Tryon St. in Salem, Oregon. I was employed by Mr. Harry Reid, starting March 5, 1962 through till September 12, 1963. During this time I was driving a ten cubic yard truck, No. 13 and No. 14. He normally paid me $2.65 per hour.

During this period I worked on the West Salem project, from July through August of 1962; on the Monmouth project during the last part of August or first part of September, 1962; and during the month of [illegible] I worked on the Albany-North Jefferson St. Interstate project. For all these projects Mr. Reid paid me $2.65 per hour with no overtime. On the Albany-N. Jefferson job, I can recall several shifts that I worked with extensive overtime, in particular one of 12 hours. I was paid straight time only.

Some other projects that I've worked on for H. Reid during the above period, also at $2.65 per hour straight time, included jobs for the Birds-Eye cannery, the Silverton Road widening, Lancaster Drive widening, 12th Street widening, some paving on streets at Mill City, at Silverton, Independence, Monmouth, Dallas, the Senior Estates at Woodburn, and the fish hatchery job near Salem.

Mrs. LaVerne Curl, who resides on Cherry Avenue, keeps books for Harry Reid and is familiar with my time records and knows what hours I worked.

On the Albany-North Jefferson St. interstate job, the morning I was sent down there I asked Mr. Burch's superintendent if there was Federal-aid on this job. He said "yes"; I asked him why we didn't get union wages and he said Reid had told him he was union and that he paid scale. Burch talked to Reid about it that evening. When I came in from work, Reid was mad and told me I didn't get to work tomorrow on account of talking to Burch about the scale, telling him he (Reid) wasn't union.

I was aware of the scale and had made complaints. After making a complaint to the Slate-Hall's superintendent, I did get back pay in the amount of $36.96 for work in topsoil hauling only.

I was aware of the requirements, although I did not see the wage rates posted or the other posters.

The above are true facts to the best of my knowledge and belief.

J. C. Bean
J. C. Bean

Witness:

J. H. Girvin

477 Cottage Street NE.
Salem, Oregon 97301

February 14, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

08-35-LC

Labor Compliance, Apparent Violation Case of Cecil Parkhurst

This office interviewed Mr. Cecil Parkhurst at his request on January 23, 1964, as to his claim that he was underpaid while employed on Federal-aid highway projects.

He stated that he was employed as a truck driver, 6 to 10 cubic yard capacity, by the Harry Reid Trucking Service, Salem, Oregon during the period from May 1963 to September 1963. During this time he worked on the West Salem project, F-325(5) and U-322(5) and the Albany to N. Jefferson project I-5-4(52)235. Mr. Parkhurst states that he received only $2.65 per hour while working and was paid by Harry Reid Trucking Service. The minimum allowable wage at this time was $3.68 on the Interstate project and $3.48 on the Primary project.

Attached is a signed copy of a statement dictated by Mr. Parkhurst in this office, outlining the projects and time employed. You will note that the last project mentioned is the Neskowin - Otis Junction, which is of course our responsibility. We are proceeding with an investigation and report on this portion of the claim; however, the two projects mentioned above fall within your jurisdiction.

We would appreciate receiving copies of your report on this apparent labor violation.

Attachment

cc:
Region (08-00.56 Sedgwick)
OSHD (L. L. MacIntyre)
OSHD (Art Duffy)

Salem, Oregon
Office of Bureau of Public Roads

January 23, 1964

I, Cecil Parkhurst, residing at 2650 Capitol St. N.E., Salem, Oregon, state that I have been employed by H. P. Reid Trucking Co. over a period of 7 or 8 years and was working for this company from May through September, 1963 as truck driver.

From May 17 through June 18 I worked for Harry Reid on the West Salem project and was paid at the rate of $2.65 per hour. Actual hours worked each day were as follows:

May 17	3-1/2	hours
May 20	6	"
June 3	8	"
June 4	6	"
June 5	4	"
June 10	4	"
June 12	5	"
June 17	8-1/2	"
June 18	8	"

Then, beginning on August 19 and through August 29, I worked on the Albany-N. Jefferson project and again I received $2.65 per hour from Mr. Reid. Actual hours worked each day were as follows:

August 19	4	Hours
August 21	9	"
August 22	9	"
August 23	6-1/2	"
August 26	9-1/2	"
August 27	8	"
August 28	7-1/2	"
August 29	4	"

From September 17 through 27 I worked at the Neskowin-Otis Junction job. During the week of September 17 to 21 I was paid by Harry Reid at the rate of $2.65 per hour (with time and a half for overtime) for the hours shown below:

September 17	7	hours
September 18	10-1/2	"
September 19	12-1/2	"
September 20	10-1/2	"
September 21	9	"

During the week of September 23 to 27, I was paid by Page Paving Co. at the allotted $3.68 per hour. Until about the middle of that week, of September 25, I was not aware of the wage scale involved.

Original To Lindas
2-19-64

NOTED
LLOYD P. SHAW

I did not give this matter much attention until just recently when I was going through my time records after receiving W-2 withholding forms. Then it occurred to me that I should do something about it.

I have knowledge of other truck drivers on these jobs who also were not paid the correct scale: Mr. John Thompson, Mr. Joe Bean, and Mr. Del Jones.

I have read the above and certify that it is a true and correct statement, to the best of my knowledge.

J. H. Girvin, Witness

RECEIVED
DEC 27 1963

FOR FILING

[illegible]

6216

December 26, 1963

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

On December 13, 1963, we wrote to you concerning release of final payment on contract #6216, awarded to Page Paving Co., for paving the N. Jefferson Interchange-N. Albany Interchange Section of Pacific Highway in Linn-Marion Counties.

Final payment on this contract is $18,762.53 and the total contract amount is $354,903.62, including $3,886.81 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Page Paving Co.,
P. O. Box 2206
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
DEC 13 1963
FOR FILING

6216

December 12, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 30 on Contract No. 6216. The contract was with Page Paving Company and was for paving on the North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 12, 1963, and that you concur in this procedure at the Commission meeting on December 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young

LPS:ajw bbc

FORM E-30 50M 3-63 69607

6216

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1963

SUBJECT: Asphaltic Concrete Pavement Overlays

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

This report concerns mainly four projects of a comparable nature where AC pavement was placed over existing concrete pavement. Each project will be considered separately regarding existing conditions prior to construction, problems of construction, conrols used, and observed results. The projects are as follows:

I. REX HILL-NEWBERG SECTION, PACIFIC HIGHWAY WEST, C. C. Meisel, Prime Contractor, Babler Bros., Paving Subcontractor. Length, 3.21 miles. Grading and Paving.

(a) Section prior to construction was a two-lane portland cement concrete pavement. Pavement was somewhat out of shape throughout with the major distortion being at the easterly hill portion of the project.

(b) The specifications required widening to a four-lane section with a [illegible]-inch base course on the portions outside the existing PCC pavement. A minimum of a 1-1/2-inch layer of AC pavement was to overlay the old PCC pavement and a thickness of 3-1/2 inches of AC pavement on the balance of the travel lanes.

(c) According to the Resident Engineer, there were no problems encountered out of the ordinary on the grading and surfacing operation. Specified compactions as required were obtained on both the grading and surfacing.

(d) Crushing and AC plant operations were normal.

(e) Contractor - Engineer relations were also reported normal.

(f) There was no specification regarding a patching course for leveling the existing PCC pavement. However, the Resident Engineer required the contractor to machine patch in several out of shape areas. Estimated total length of patching was approximately 1,000 lineal feet.

(g) As this was an overlay, grades were to be established as close as practical to the existing PCC pavement. These grades were established by multiple line profiles which would best fit the existing pavement.

(h) Construction grade control for the bottom or base lift of the AC pavement was established by setting grade stakes. The top of these stakes being set to elevations as determined by the previously calculated grade lines. The pavement laying machine then attempts to lay a mat which meets the top of these stakes and holds the proper grade in between them. (Where the original ground on which the machine travels is uneven, this is a difficult thing to accomplish.) The top lift of AC on this project was placed without aid of grade control but to its specified depth of 1-1/2 inches.

(i) From observance of the finished product, and its riding qualities, the eastbound inside lane would be considered to be the best with the eastbound outside lane also showing a good ride. The westbound inside lane could be considered as fair and the westbound outside lane having some unevenness and bumps especially at the easterly end of the project where the old PCC was roughest.

(j) Test results on AC compaction for the project are considered poor. There being quite a few below the specified limits. The exact reason for this has not been determined. Rolling equipment was standard and up to specifications. There appeared to be no problems concerning the AC mix itself. The Resident Engineer reported a hard, solid surfacing on which the AC was placed. It is possible the low compactions may be due to rolling methods.

(k) Riding over the project, it was noted that some of the joints were quite rough. The Resident Engineer stated that work still remains to be done on feathering to existing pavement at the ends of the project as these areas are quite rough.

II. NORTH YAMHILL RIVER-McMINNVILLE SECTION, PACIFIC HIGHWAY WEST, Babler Bros., Prime Contractor. Length, 2.0 miles. Grading and Paving.

(a) The section prior to construction was a two-lane PCC pavement. The pavement had some variation as to grade and crown but was generally in a fair condition.

(b) The specifications called for required widening to provide a four-lane section with a 19-inch thickness of base course on portions outside the existing pavement. Plans called for a Class "C" Asphaltic Concrete to be used in patching exising holes and unevenness on the existing PCC pavement. There was some PCC existing pavement to be removed. A 3-1/2-inch thickness, on travel lanes, of Class "B" Asphaltic Concrete was to be placed on portions outside the PCC pavement limits and a 1-1/2-inch thickness of AC to cover the existing PCC pavement.

(c) No out of the ordinary problems were encountered on grading or surfacing and proper compactions as specified were attained.

(d) Crushing and AC plant operations were considered normal.

(e) Contractor - Engineer relations were also normal.

(f) Grade lines were established by means of line profiles being based as much as practical on the grades of the existing PCC pavement.

(g) Out of shape areas of the PCC pavement were patched and the laying of the AC pavement lifts was then started.

(h) Control of grade, crown, etc. for laying the AC pavement on all lifts placed to date was done by means of a tight stringline with control points not over 25 feet apart.

(i) This project is not fully complete as far as the pavement is concerned at this time, but its general appearance and riding qualities are considered good. Joints appear good in most cases. It is believed that if the present controls are continued, a good job will be obtained.

III. N. JEFFERSON JCT.-N. ALBANY JCT. SECTION, PACIFIC HIGHWAY, I-5S.

Page Paving Company, Prime Contractor. Length, 9.72 miles. Paving Project.

(a) This section involved the northbound lanes of the divided highway. The highway prior to construction was a two-lane PCC pavement which had suffered panel movement thus having a poor riding surface throughout.

(b) Specifications required a pumping of heavy asphalt under the existing PCC pavement in order to secure a more level section. Following this, 3-1/2 inches of Class "B" Asphaltic Concrete was to be placed in two separate lifts of 2 and 1-1/2 inches. This was primarily an overlay of the existing PCC.

(c) Handling of traffic was a problem but was well worked out. Other problems were only considered as normal to any like project.

(d) After the existing PCC slabs had been leveled, the Resident Engineer ran a multiple line profile and established his grades from it. Grades were established for the bottom lift on the roadway by means of spikes and stringline and this first lift of AC placed acted as the leveling course. The top lift was placed without stringline to its specified depth of 1-1/2 inches.

(e) Rolling equipment was considered normal but was checked out for specifications and found to require some additional adjustments as to weight, etc. Compaction results showed the product to be substantially within specifications.

(f) Riding qualities and general appearance are considered good for this project.

(g) Contractor - Engineer relations appeared to be normal.

(h) Inspection was discussed and observed during the progress of the project. On this project inspection appeared adequate.

IV. BASKETT SLOUGH-RICKREALL SECTION, PACIFIC HIGHWAY WEST. Salem Road & Driveway Company, Contractor. Length, 1.5 miles. Grading and Paving.

(a) This section prior to construction was a two-lane highway with a PCC pavement which would be considered a rough riding surface with some distortion.

(b) Specifications required widening with 20-1/2 inches of surfacing outside the existing PCC and 3-1/2 inches of AC to be placed over the entire travel lanes of the roadway in two lifts, 2 inches as a base course and 1-1/2 inches top course.

(c) According to the Resident Engineer, there were no problems over normal on grading and surfacing and all compactions and specifications as required were obtained.

(d) Contractor - Engineer relationship was normal.

(e) There was no specification as to patching over the existing PCC pavement; however, it was considered in this case the bottom lift of AC substantially acted as a leveling course.

(f) Grade control was attained by first running a multiple line profile and from this establishing construction grades. Field control for the top of each AC lift was attained by use of grade stakes or pine set at intervals of not over 25 feet and then using a tight stringline. This system of stringline was used on each lift of AC. The use of Swede levels was also incorporated into this project in order to determine high and low areas of the existing pavement.

(g) Inspection as far as could be ascertained was adequate for the most part.

(h) Appearance of the completed project is generally good. Riding qualities were considered good. There were a few isolated areas where slight undulations were apparent and visually there appeared to be a few long swells or dips. These swells or dips were not noticeable as far as riding quality was concerned and could not have been taken out with the planned section of overlay.

CONCLUSIONS

The results of the investigation of these comparable projects indicate numerous areas of inconsistency in both location and construction. Until these are corrected, a first-class product will not be achieved.

The following discussion lists the discrepancies observed along with recommendations for correction.

I. PLANS AND SPECIFICATIONS

(a) In the case of the Rex Hill-Newberg Section, plans and specifications did not allow for a leveling course of AC to smooth up the existing pavement prior to final AC lift. A Price Agreement from the Resident Engineer and Division level would probably have been in order to alleviate this situation. I would recommend that in all cases of overlays, a smoothing or patching course be specified. Blade patching is recommended for abrupt discrepancies while machine method may be adequate for long, shallow patching and smoothing needs. Where patching depths are over 2-1/2 inches, two or more lifts should be required as it is difficult to establish a true grade in deep lifts due to loss in depth due to compaction. It is also recommended that the smoothing or patching course of AC be a "C" mix, this to allow for closer control on feathering.

(b) Some Engineers suggested that part of the roughness of AC pavement could be attributed to old loose and worn out equipment used by contractors. This no doubt could be true. According to Section 2.18.14 of our General Specifications the Engineer has the right to insist that equipment used be in a satisfactory condition. This item will be taken up during the instruction classes this winter.

(c) The use of electronic devices on laydown machines was discussed. It is believed that the electronic device definitely has its advantages in certain places as a control. It would be recommended that the device be required but to be used at the discretion of the Engineer.

(d) It is believed there may be some laxity in the amount of rolling equipment required. Also through discussion with the Engineers, it is questionable whether some have checked the equipment to see if requirements are being met. It is believed that this is a major factor in securing adequate compactions. Also, rolling procedures appear to be a problem. This problem also will be a topic of discussion at the instruction classes this winter.

II. FIELD CONTROL

This is the area in which the largest discrepancy in standard procedure seems to lie. Each Engineer operates somewhat differently. A certain degree of difference is justified to fit the conditions of the project; however, a standard pattern as a basis does not seem to prevail.

(a) In the projects studied, all Engineers appear to have obtained adequate grading and surfacing requirements under normal conditions. All have used the method of multiple level lines to establish construction grade lines. From here on, however, the pattern changes. Construction control for grade, crown, etc., varies. Some use only grade stakes. Some use grade stakes with stringline control throughout on all phases. Some use a combination. One Engineer has gone further and employs the use of Swede levels, especially in areas of changing grade line conditions such as roadway intersections and unusual conditions or variation. This is highly commendable for in proper usage of the Swede level method, more accurate results may be obtained than in the conventional method. It also has its advantages in determining high or low places in existing pavement.

Considering all conditions observed and the specifications and plans as set up, there was no question as to which method had obtained the best results.

Riding qualities and general appearance were considered generally better in cases where full control from bottom to top was used. The only question is whether even this control by stringline on each lift to secure the results desired is adequate.

Results as attained by PCC where outside forms or rails are established at exacting elevations probably would be considered best; however, compactions and also economics enter the picture and it is questionable at this time if this method is desired. There is, however, another method which employs the use of a device which is adjustable for line and grade and uses steel wire as the control. This is now being made commercially or could be shop constructed if desired. It is recommended that a control such as this be tried and that the control be exercised on all lifts of the AC pavement operation.

Joints, neat lines and feathering of lifts appears to need attention. Many rough joints were prevalent on the projects investigated. This is a field problem of construction and inspection. The use of 10-foot straight edges and stringline is recommended on inspection and more workmanship effort by the contractor should be required.

Contractor - Engineer relations on all projects appeared to be normal.

Inspections were discussed and it is believed there can be an overall improvement made. Grading and surfacing work has improved through the use of field testing control. Workmanship on the AC laydown needs improvement. Plans are being made at present for instruction classes for Resident Engineers and inspectors in which all testing and inspection work will be discussed. It is anticipated that these classes will tend to improve both the inspection personnel and the projects. Although improvement has been made, there still remains a shortage of well-trained inspectors.

F. D. Morgan
Construction Engineer

By

John H. Walker
Field Testing Engineer

JHW:fp
cc Lloyd Shaw

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER -	WEEK ENDING: November 2, 1963
	SECTION N. Jefferson Interch.- N. Albany Interchange	SECTION PREFIX 624-1059
	HIGHWAY Pacific	COUNTY Marion & Linn
NAME OF JOB North Jefferson Interchange- North Albany Interchange	KIND OF WORK Paving	
CONTRACTOR Page Paving Company	CONTRACT NUMBER 6216	FEDERAL AID PROJECT NUMBER I-5-4(52)235
DATE OF CONTRACT January 31, 1963	DATE WORK STARTED March 7, 1963	ESTIMATED COMPLETION DATE *
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: None SUPERVISION: None	SPECIFIED WORK DAYS 80	WORK DAYS USED 60
PROJECT AUTHORIZATION: $ 435,093.75	ENGINEERING AUTHORIZATION $ 30,940.00	PERCENT OF TIME ELAPSED 75
EXCLUSIVE OF ENGINEERING: $ 404,153.75	ENGINEERING COST TO DATE $ 27,025.43	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 354,369.55	PERCENT OF AUTHORIZATION 87.3%	
ESTIMATED PERCENT: UNDERRUN 12.3 %	DATE PROJECT WAS COMPLETED:	*August 30, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
None	100	100	None	None	100	100	

	GRADING	Undersealing	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	9.47	9.16			9.47
MILES PARTIALLY COMPLETED					
MILES COMPLETED	9.47	9.16			9.47
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,450 tons			46,700 tons
TOTAL QUANTITIES CORRECTED TO DATE		1,218 tons			46,375 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1,218 tons			46,375 tons
AVERAGE DAILY QUANTITIES		33 tons			1,930 tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0			0
NUMBER OF SHIFTS PER DAY		0			0
HOURS PER SHIFT		0			0

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Cloudy		
TUESDAY	Fair		NOTED JOHN R. OAKES
WEDNESDAY	Rain		
THURSDAY	Fair		
FRIDAY	Rain		1963
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed work on the semi-final estimate and submitted the same on Wednesday - October 30.

FINAL REPORT

SIGNED Arthur Duffy

ADDRESS P. O. Box 30, Salem, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
MAY 20 1963

FOR FILING

May 20, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the N. Jefferson Interchange-N. Albany Interchange Section of the Pacific Highway in Marion and Linn Counties, Contract No. 6216, in connection with Federal-Aid Project No. I-5-4(52)235.

This is an anticipated item of the contract and funds are included in the project authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
MAY 20 1963

FOR FILING

May 20, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering construction signing on the North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties, Contract No. 6216 in connection with Federal Aid Project No. I-5-4(52)235.

This work is an anticipated item of the contract and funds are included in the project authorization. It does not include lights, warning signs and barricades required of the contractor for the safety of traffic and workmen.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
MAY 20 1963
FOR FILING

6216

FORM E-30X—80M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1963

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer
Department

Construction Staff Assistant Fred Yarbrough has completed obtaining approximately one-third of the additional pictures desired of the surface conditions on the North Jefferson Junction-North Albany Interchange Section of the Pacific Highway. He promises to complete all of these pictures before paving is started.

On the Baskett Slough-Rickreall Section, Pacific West Highway, he will obtain pictures and measure the cracking and faulting on selected test sections prior to the June 4 contracting date. He will obtain the same information on the Corvallis-Albany Section of the Albany-Corvallis Highway by July 1, even though there are no plans to contract this section before next year.

R. D. Asburry
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. F. W. Yarbrough

CONSTRUCTION DIVISION
RECEIVED
MAY 16 1963
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE

RECEIVED
MAY 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

6216 9

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. FOR FILING	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. I-5-4(52)235	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Marion & Linn
		PROJECT NO. I-5-4(52)235

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Jefferson Jct. to N. Albany Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-26-62	9.453
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 427,025.00	$ 393,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASST State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

L.R. Backlund
By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer March 5, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-4(52)235

NORTH JEFFERSON INTERCHANGE-NORTH ALBANY INTERCHANGE

SECTION OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 19, 1963

Type Code P.E.

Preliminary Engineering	All Required		$ 1,600.00

Type Code 6216
Roadway (Sta. 515+00 to Sta. 1027+94) (Contract 6216)

Front End Loader	90 hours	$ 15.00	$ 1,350.00
Dump Trucks	110 hours	8.00	880.00
Blade Grader	100 hours	15.00	1,500.00
Hand Laborers	110 hours	4.50	495.00
Drainage Excavation, Unclassified	1,340 cu.yds.	2.50	3,350.00
6-inch Perforated Metal Drain Pipe	5,900 lin.ft.	1.10	6,490.00
Special Backfill in Drains	1,000 cu.yds.	6.00	6,000.00
Extra for Pipe under Pavement	20 lin.ft.	5.00	100.00
Drilling Holes	19,600 only	0.30	5,880.00
10-25 Asphalt	1,450 tons	61.00	88,450.00
Asphaltic Concrete Mixture	46,700 tons	3.95	184,465.00
Asphaltic in Mixture	2,570 tons	28.00	71,960.00
RS-1 Asphalt	40 tons	50.00	2,000.00
3/4" - 0 Material in Shoulders and Backfill	1,600 cu.yds.	3.65	5,840.00
Sprinkling	40 M-gal.	5.00	200.00
Asphaltic Concrete Traffic Markers, Type "L"	790 lin.ft.	1.00	790.00
			$379,750.00
Flagging (57½% of Contractor's Cost)	All Required		5,000.00
Signing (Temporary)	All Required		2,000.00
			$ 7,000.00
	Subtotal		$386,750.00
	10% Engr. & Cont.		38,675.00
	Total		$425,425.00

Length of Roadway . . . . 9.121 Miles
Length of 20 Structures . . . . 0.332 Miles
Length of 2 Structures . . . . 0.266 Miles (Exceptions)
Total Length . . . . 9.719 Miles
Cost of Roadway Per Mile $46,817.78

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,600.00	$ 1,400.00	$ 200.00
Roadway	425,425.00	391,600.00	33,825.00
	$427,025.00	$393,000.00	$ 34,025.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-4(52)235

NORTH JEFFERSON INTERCHANGE-NORTH ALBANY INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 28, 1963

Type Code P.E.

Preliminary Engineering	All Required			$ 1,600.00

Type Code 6706
Roadway (Sta. 515+00 to Sta. 1027+94)

Front End Loader	90	hours	$15.00	$ 1,350.00
Dump Trucks	110	hours	9.00	990.00
Blade Grader	100	hours	16.00	1,600.00
Hand Laborers	110	hours	4.50	495.00
Drainage Excavation, Unclassified	1,340	cu.yds.	4.00	5,360.00
6-inch Perforated Metal Drain Pipe	5,900	lin.ft.	1.50	8,850.00
Special Backfill in Drains	1,000	cu.yds.	6.00	6,000.00
Extra for Pipe Under Pavement	20	lin.ft.	6.00	120.00
Drilling Holes	19,600	only	0.35	6,860.00
10-25 Asphalt	1,450	tons	70.00	101,500.00
Asphaltic Concrete Mixture	46,700	tons	4.50	210,150.00
Asphaltic in Mixture	2,570	tons	30.00	77,100.00
RS-1 Asphalt	40	tons	70.00	2,800.00
3/4" - 0 Material in Shoulder and Backfill	1,600	cu.yds.	3.50	5,600.00
Sprinkling	40	M-gals.	4.00	160.00
Asphaltic Concrete Traffic Markers, Type "L"	790	lin.ft.	1.00	790.00
				$429,725.00

Flagging (57½% of Contractor's Cost)	All Required	$ 5,000.00
Signing (Temporary)	All Required	2,000.00
		$ 7,000.00

Subtotal	$436,725.00
10% Engr. & Cont.	43,672.00
Total	$480,397.00

Length of Roadway - - - - - - - - - - - - 9.121 Miles
Length of 20 Structures - - - - - - - - 0.332 Mile
Length of 2 Structures - - - - - - - - 0.266 Mile (Exceptions)
Total Length - - - - - - - - - - - - - - 9.719 Miles
Cost of Roadway Per Mile - - - - - - - $52,669.33

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,600.00	$ 1,400.00	$ 200.00
Roadway	480,397.00	441,600.00	38,797.00
	$481,997.00	$443,000.00	$ 38,997.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(52)235

NORTH JEFFERSON INTERCHANGE-NORTH ALBANY INTERCHANGE

SECTION OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 2, 1963

Type Code P.E.

Preliminary Engineering	All Required		$ 1,600.00

Type Code 6706
Roadway (Sta. 515+00 to Sta. 1027+94)

Front End Loader	90 hours	$ 15.00	$ 1,350.00
Dump Trucks	110 hours	9.00	990 00
Blade Grader	100 hours	16.00	1,600.00
Hand Laborers	110 hours	4.50	495.00
Drainage Excavation, Unclassified	1,340 cu.yds.	4.00	5,360.00
6-inch Perforated Metal Drain Pipe	5,900 lin.ft.	1.50	8,850.00
Special Backfill in Drains	1,000 cu.yds.	6.00	6,000.00
Extra for Pipe under Pavement	20 lin.ft.	6.00	120.00
Drilling Holes	19,600 only	0.35	6,860.00
10-25 Asphalt	1,450 tons	70.00	101,500.00
Asphaltic Concrete Mixture	46,700 tons	4.50	210,150.00
Asphaltic in Mixture	2,570 tons	30.00	77,100.00
RS-1 Asphalt	40 tons	70.00	2,800.00
3/4" - 0 Material in Shoulders and Backfill	1,600 cu.yds.	3.50	5,600.00
Sprinkling	40 M-gals.	4.00	160.00
Asphaltic Concrete Traffic Markers, Type "L"	790 lin.ft.	1.00	790.00
			$429,725.00
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Signing (Temporary)	All Required		500.00
			$ 5,500.00
	Subtotal		$435,225.00
	10% Engr. & Cont.		43,522.00
	Total		$478,747.00

Length of Roadway . . . . 9.121 Miles
Length of 20 Structures . . . . 0.332 Miles
Length of 2 Structures . . . . 0.266 Miles (Exceptions)
Total Length . . . . 9.719 Miles
Cost of Roadway Per Mile $52,488.43

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,600.00	$ 1,400.00	$ 200.00
Roadway	478,747.00	440,000.00	38,747.00
	$480,347.00	$441,400.00	$ 38,947.00

RECEIVED
FEB 1 - 1963
FOR FILING

COMMISSIONERS
GLEN[illegible]
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-5-4(52)235
6216

January 31, 1963

Page Paving Company
P. O. Box 2206
Salem, Oregon

Gentlemen:

The State Highway Commission on January 31, 1963, awarded to you State Highway Contract No. 6216 for the following project:

Paving on N. Jefferson Junction-N. Albany Interchange Section of Pacific Highway in Marion and Linn Counties

This award was based on your low bid of $379,750.00 which was submitted to the Commission on January 29, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
FEB 4 - 1963

FOR FILING
[illegible]
6216

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 31, 1963

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-4(52)235
North Jefferson Interchange-North Albany Interchange Section
Paving

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6216 to Page Paving Company of Salem, Oregon, low bidder in the amount of $379,750.00 at the January 29, 1963 bid opening.

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
2-4-63

RECEIVED
JAN 30 1963
FOR FILING

I-5-4(52)

6216

Salem, Oregon
January 29, 1963

N. Jefferson Interchange-
N. Albany Interchange Section
Project No. I-5-4(52)235
Marion and Linn Counties

R. D. Asburry
Division Engineer

OFFICE

I transmit to you herewith, authorization by the Army Engineers for the necessary dredging in connection with aggregate production on the subject-named project.

Please take the action required in the permit with regard to commencement, suspension, resumption and completion of the work.

L. H. Young
Office Engineer

LHY:mmb
Att.
cc: F. D. Morgan
L. Shaw
W. T. Wright

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPOP-NA-1.4
NPP 285/70b(Santiam R.-Dredging)-1

25 January 1963

REFERRED TO
Forrest Cooper
BY SECRETARY

Oregon State Highway Department
Salem 10, Oregon

Gentlemen:

The attached instrument authorizes the work only in accordance with the approved plans shown on the print attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

Attention is invited to condition (i) of the instrument, which requires that this office be notified in writing concerning commencement, suspension, resumption, and completion of the work. If it does not conform substantially with the approved plan, the work will be unlawful. It is important, therefore, that the notices be received promptly in this office in order that inspections may be made at appropriate times.

Very truly yours,

T. W. Ragsdale
T. W. RAGSDALE
Chief, Operations Division

1 Incl
Permit dtd 25 January 1963

NPP FL
Apr 60 84

RECEIVED
JAN 2[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 28 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD P. SHAW

DEPARTMENT OF THE ARMY

NPPOP-NA-1.4 NPP 285/70b(Santiam R.-Dredging)-1.

NOTE.—It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining *State assent* to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See *Cummings* v. *Chicago*, 188 U. S., 410.) 18—12168-2

PERMIT

Portland District, Corps of Engineers.
628 Pittock Block, Portland 5, Oregon.
25 January, 19 63.

Oregon State Highway Department
Salem 10, Oregon

Gentlemen:

Referring to written request dated 31 December 1962,

I have to inform you that, upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army,

to dredge,
(Here describe the proposed structure or work.)

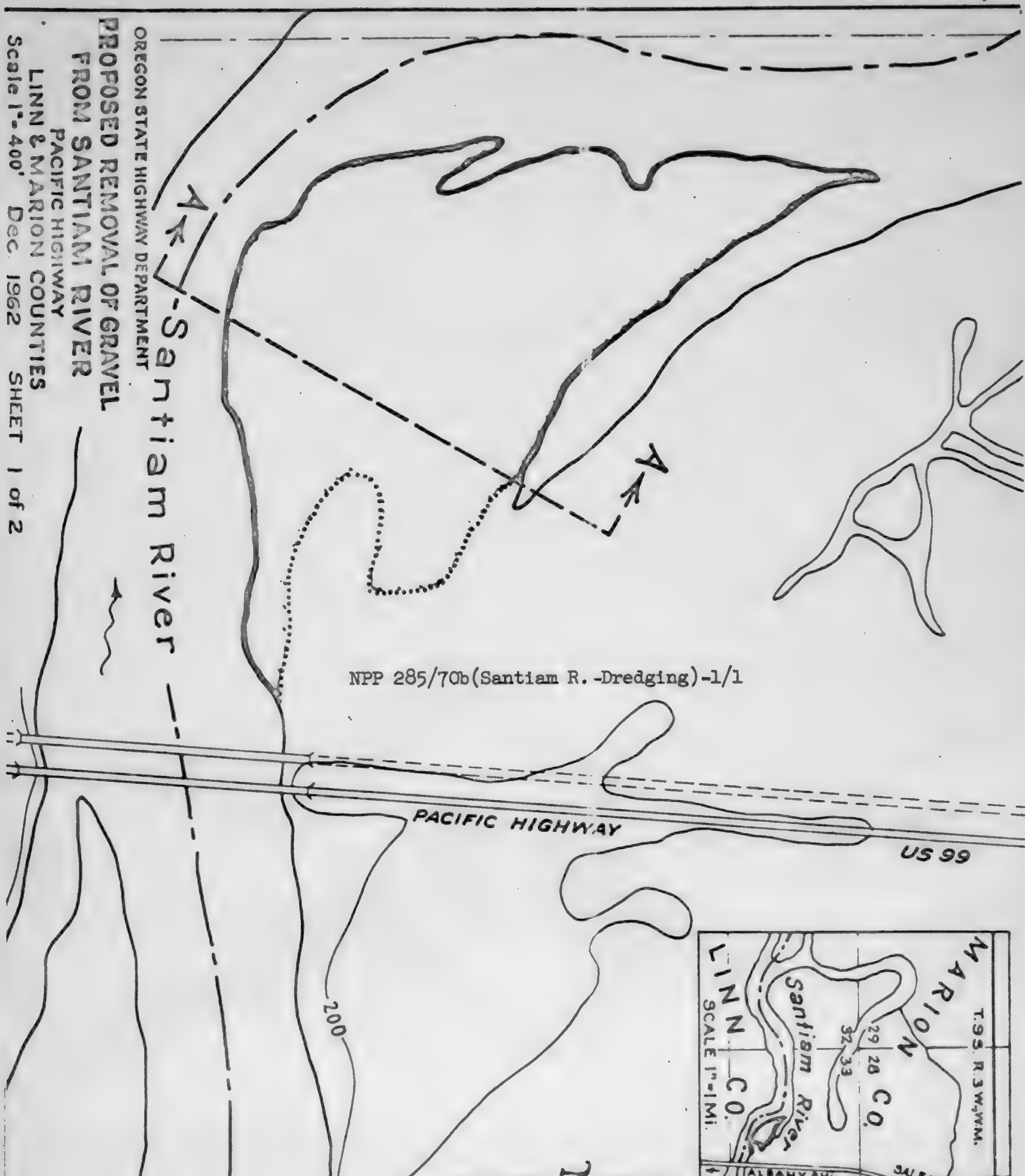
in Santiam River, Mile 7,
(Here to be named the river, harbor, or waterway concerned.)

~~at~~ near Jefferson, Oregon,
(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans shown on the drawing attached hereto marked:
(Or drawings; give file number or other definite identification marks.)

"NPP 285/70b(Santiam R.-Dredging)-1/1" and ")-1/2",

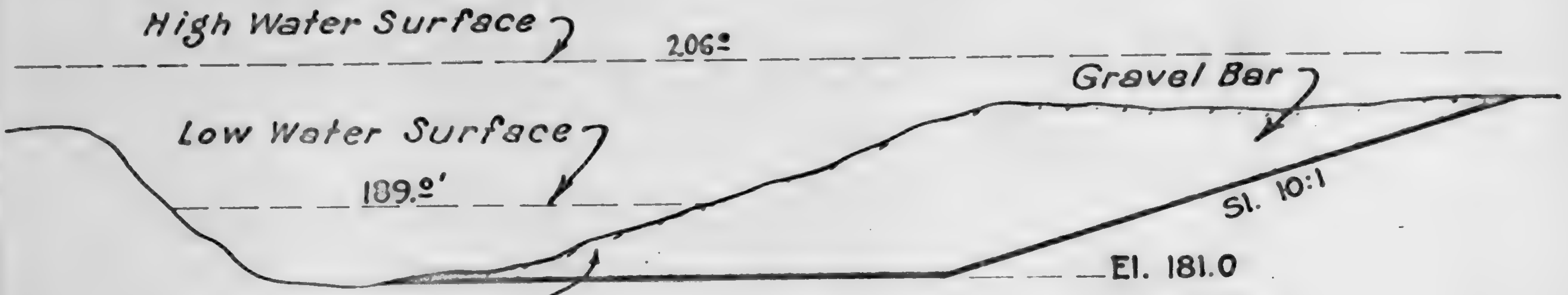
subject to the following conditions:



OREGON STATE HIGHWAY DEPARTMENT
PROPOSED REMOVAL OF GRAVEL
FROM SANTIAM RIVER
PACIFIC HIGHWAY
LINN & MARION COUNTIES
Scale 1"=400' Dec. 1962 SHEET 1 of 2

NPP 285/70b(Santiam R.-Dredging)-1/1

TYPICAL SECTIONS
SANTIAM RIVER



·SECTION A-A·

Daylight excavation to river side prior to
each high water season.

NPP 285/70b(Santiam R.-Dredging)-1/2

SCALE
VERT. - 1" = 20'
HORIZ. - NOT TO SCALE

OREGON STATE HIGHWAY DEPARTMENT
PROPOSED REMOVAL OF GRAVEL
FROM SANTIAM RIVER
PACIFIC HIGHWAY
LINN & MARION COUNTIES
Dec. 1962 SHEET 2 of 2

(*a*) That the work shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the locality, who may temporarily suspend the work at any time, if in his judgment the interests of navigation so require.

(*b*) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization, either in the waterway or on shore above high-water mark, shall be deposited or dumped at the locality shown on the drawing hereto attached, and, if so prescribed thereon, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material in the waterway. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, New York City.

(*c*) That there shall be no unreasonable interference with navigation by the work herein authorized.

(*d*) That if inspections or any other operations by the United States are necessary in the interest of navigation, all expenses connected therewith shall be borne by the permittee.

(*e*) That no attempt shall be made by the permittee or the owner to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure.

(*f*) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army, it shall cause unreasonable obstruction to the free navigation of said water, the owner will be required upon due notice from the Secretary of the Army, to remove or alter the structural work or obstructions caused thereby without expense to the United States, so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the owners shall, without expense to the United States, and to such extent and in such time and manner as the Secretary of the Army may require, remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(*g*) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(*h*) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the U. S. Coast Guard, shall be installed and maintained by and at the expense of the owner.

(*i*) That the permittee shall notify the said district engineer at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(*j*) That if the structure or work herein authorized is not completed on or before the 31st day of December, 1965, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of the Army:

FRANCIS S. OBRADOVICH
Lt. Col, Corps of Engineers
Acting District Engineer

By T.W. Ragsdale
T. W. RAGSDALE
Chief, Operations Division

ENG FORM 1 SEP 48 1721 (Civil) This form supersedes ED Form 96, dated 1 Apr 48, which may be used until exhausted.
U. S. GOVERNMENT PRINTING OFFICE 16—13169-5
EM 1145-2-303

RECEIVED
JAN 11 1963

FOR FILING
I-5-4(52)235

W-16

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 7, 1963

By:

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

08-35.2-DA

Oregon Project I-5-4(52)235
North Jefferson Interchange-North Albany Interchange Section
of the Pacific Highway
Paving

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that relocation advisory assistance was not required as indicated in Mr. Wright's January 3, 1963 letter.

Authorization to advertise is given with the understanding that you will make any corrections found necessary following completion of our review of the plans and special provisions.

Authorization to advertise is given with the further understanding that the removal and replacement of asphaltic concrete traffic markers will be reduced to a minimum during construction by whatever means is determined as the most feasible.

We agree that the schedule of liquidated damages specified in PPM 21-7.1 dated November 26, 1962, which is included as an additional special provision, will be the basis of Federal participation in project costs in the event the contractor fails to complete the contract within the contract time.

NOTED
LLOYD P. SHAW

original To Young
1-11-63

RECEIVED
JAN 11 1963

FOR FILING
I-5-4(52)235

6-16

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 7, 1963

By:

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project I-5-4(52)235
North Jefferson Interchange-North Albany Interchange Section
of the Pacific Highway
Paving

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

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Authorization to advertise is given with the further understanding that the removal and replacement of asphaltic concrete traffic markers will be reduced to a minimum during construction by whatever means is determined as the most feasible.

We agree that the schedule of liquidated damages specified in PPM 21-7.1 dated November 26, 1962, which is included as an additional special provision, will be the basis of Federal participation in project costs in the event the contractor fails to complete the contract within the contract time.

NOTED
LLOYD P. SHAW

original To Young
1-11-63

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FOR FILING
I-5-4([illegible]) [illegible]

[illegible]

477 Cottage Street N.E.
Salem, Oregon

November 8, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DA

Location Prospectus, Oregon Project I-5-4(State)234
N. Jefferson Jct.-Albany Interchange Section

We are in receipt of Mr. Young's October 31, 1962 letter, supplementing your August 23, 1962 Location Prospectus letter.

Your further justification of this overlay project now appears adequate with regard to our previous remarks. We can therefore indicate our approval of this stage, with future project approval subject to the programing, final plans, estimate and specifications.

Inasmuch as approval for the six foot inside shoulders was given for project I-5-4(13)235 (Contract 5131) prior to the establishment of our current policy, we anticipate granting approval for the entire shoulder overlay, at the P.S. & E. stage.

You may proceed with the preparation of the construction plans for this project, in accordance with your Location Prospectus.

Original To Young
Copy To Morgan
11-13-62

RECEIVED
NOV 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

RECEIVED
OCT 31 1962
FOR FILING

October 31, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Oregon F. I. Project
North Jefferson Junction-
Albany Interchange Section

Dear Sir:

Reference is made to your letter of August 30th requesting additional justification for an overlay project which we have proposed for the northbound traffic lanes on the subject-named section of highway.

You ask why this work was not included in the 104(b)5 estimate. In discussing this with Mr. Rowland who made up this estimate, we find that only the very worst sections of existing pavement were approved by the Bureau of Public Roads for additional surfacing at the time of the 104(b)5 estimate; however, it was agreed that should additional sections show distress, they would be programmed by regular programming procedure.

An extensive investigation of conditions existing on the section has been completed by the Soils Section of the Construction Department. This report reveals distinct evidence of distress on this section of portland cement concrete pavement. A copy of the report and photos are furnished for your information. More than one-half the panels show visible cracks with 25% of these cracks having openings of 1/4" or more. A majority of the joints are faulted with the degree of faulting being in the 3/16" to 5/16" class. Test pits at the edge of the slab show pumping as a probable main cause of cracking. Lack of fines is evident in the upper portion of the subbase rock. The subbase rock appears loose and there is evidence of subgrade intrusion into it. Some water flowed from underneath the pavement at one test pit location. There has been a noticeable increase in the deterioration of this section in the last two years. Mr. G. W. Wimer, Assistant Division Engineer, confirms this opinion. This pavement was completed in 1948. Load devices were not installed at joints. This, of course, indirectly contributes to faulting. The present condition of this pavement is such that continued deterioration can be expected and this, in connection with the anticipated increase in traffic volume, appears to justify the proposed overlay and underseal.

We request your favorable consideration of this project as set forth in our location prospectus.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mmb
Enc.

cc: Mr. R. L. Porter
Mr. F. D. Morgan
Mr. J. Nash

FORM E-30X—50M—5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1962

SUBJECT: North Jefferson Junction-Albany Interchange Section Overlay Project

To: Mr. L. H. Young
Office Engineer

BUILDING

Memorandum of August 30 from A. W. Parsons, BPR Division Engineer, requested additional justification for the above project, including a reason that it was not included in the 104 (b) 5 estimate, and a description of the existing facility.

In discussion with Mr. Rowland it was learned that only the very worst sections of existing pavements were approved by the BPR for additional surfacing work at the time of the 104 (b) 5 estimate. However, it was agreed that should additional sections show distress, they could be approved through regular PS&E programming procedure.

An extensive investigation of existing conditions has been completed by the Soils Section (copy of report with photos attached). This report reveals distinct evidence of considerable distress in this section of portland cement concrete pavement.

More than one-half of the panels show visible cracks with 26 per cent of these cracks having openings of 1/4-inch or more.

A majority of the joints are faulted, with the degree of faulting being in the 3/16 to 5/16" class. Test pits at the edge of the slab show pumping as the probable main cause of cracking. A lack of fines is evident in the upper portion of the subbase rock. The top of this subbase rock appeared loose, and there was evidence of subgrade intrusion into it. Some water flowed out from under the pavement at one test pit location.

A noticeable increase in the deterioration of this section in the last two years has been my observation. Mr. G. W. Wimer, Assistant Division Engineer, confirms this opinion.

The construction of this pavement was started in 1945 and completed in 1948. Load transfer bars were not installed at joints, which, of course, directly contributes to faulting. Reversal of traffic flow on the inside lane could be a contributing factor in the increased cracking in this lane as well as spalling.

The present condition of this pavement is such that continued deterioration can be expected, and appears to justify the proposed overlay and underseal.

F. D. Morgan
Construction Engineer

By
G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh
Attachments
cc: R. L. Porter
R. D. Asburry

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[illegible]P 5 1962
FOR FILING

I-5-4([illegible])

(2)16

Salem, Oregon
September 5, 1962

North Jefferson Junction-
Albany Interchange Section
Overlay Project

F. D. Morgan
Construction Department

OFFICE

I've received a copy of the Bureau of Public Roads' letter in which they ask for additional justification for the inclusion of this project as an interstate participating job. In this connection, will you please get background information from the division and have the Soils Section analyze the underlying cause of failure along with recommended corrective action.

The Bureau has also requested to know our reasons why this unit of work was not included in the 104(b)5 estimate.

Will you please assemble this information so that we may answer the Bureau in an attempt to get the job declared eligible for participation.

L. H. Young
Office Engineer

LHY:mb

cc: R. L. Porter
J. D. Walker

RECEIVED
SEP 1 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

August 30, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Oregon P.E. Project (State) N. Jefferson Junction-
North Albany Interchange Section

Mr. Morgan's letter, dated August 23, 1962, forwarded a location prospectus on an overlay project proposed on the northbound traffic lanes of the North Jefferson Junction-North Albany Interchange Section of Interstate Route 5.

This work was not included in the 104(b)5 estimate. Our letter to you dated July 6, 1960 concerning the 104(b)5 estimate listed the approximate sections of completed highway where additional lifts of asphaltic concrete could be provided with Interstate funds.

Additional justification for the inclusion of this project is required. Such justification should include first, a reason that it was not considered necessary to improve this section of highway at the time the 104(b)5 estimate was made, secondly a description of the existing facility outlining the problems that now exist and their probable cause, if known, and, thirdly other supporting data you may have.

If some type of servicability concept similiar to that outlined in HRB Circular 476 for flexible pavements could be developed for rigid pavements this would be most helpful.

Original To Morgan
Copy To Young
9-4-62

NOTED
E. PORTER

8-23-62

RECEIVED
AUG 23 1962
FOR FILING

I 5-4([illegible])

6-16

LOCATION PROSPECTUS
NORTH JEFFERSON JUNCTION-NORTH ALBANY INTERCHANGE
PACIFIC HIGHWAY
MARION AND LINN COUNTIES

The following prospectus is submitted concerning the above mentioned section of the Pacific Highway, which is on the Federal Interstate System. The ~~norther~~ly terminus of the project is at Station 515+00, Mile Point 56.95, which station is 0.22 mile south of the North Jefferson Junction Undercrossing. The southerly terminus is at Station 1027+94, Mile Point 66.67, which station is 0.51 mile northerly of the Knox Butte Road Overcrossing near Albany. The overall length of the survey is 9.72 miles.

This will be a location survey to prepare plans, specifications and estimates for resurfacing on the existing alignment.

There will be no change in total rise and fall or central angle. No soils or drainage difficulties requiring special study are anticipated. No economic analysis is needed. The 1961 ADT is 12,200; the projected traffic for 1981 is 33,000.

There will be no change in the existing typical section of two 12-foot lanes and 10-foot shoulders.

The existing Portland cement concrete slabs will receive an asphaltic cement underseal. After the undersealing, a 2-inch base course and 1 1/2-inch wearing surface of asphaltic concrete will be applied over the full 10-foot outside shoulder, the two 12-foot travel lanes, and 6 feet of the inside shoulder of the northbound lane. 3/4"-0 crushed material will be placed on the remaining 4 feet of the inside shoulder.

There will be no changes in access.

FORREST COOPER

August 23, 1962
Attachment
cc: Forrest Cooper
G. S. Paxson
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. D. Walker (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. De France
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
F. B. Klaboe
Ivan Merchant
J. W. Nash
Carl Plog
Fred Sugnet (2)
Walter T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

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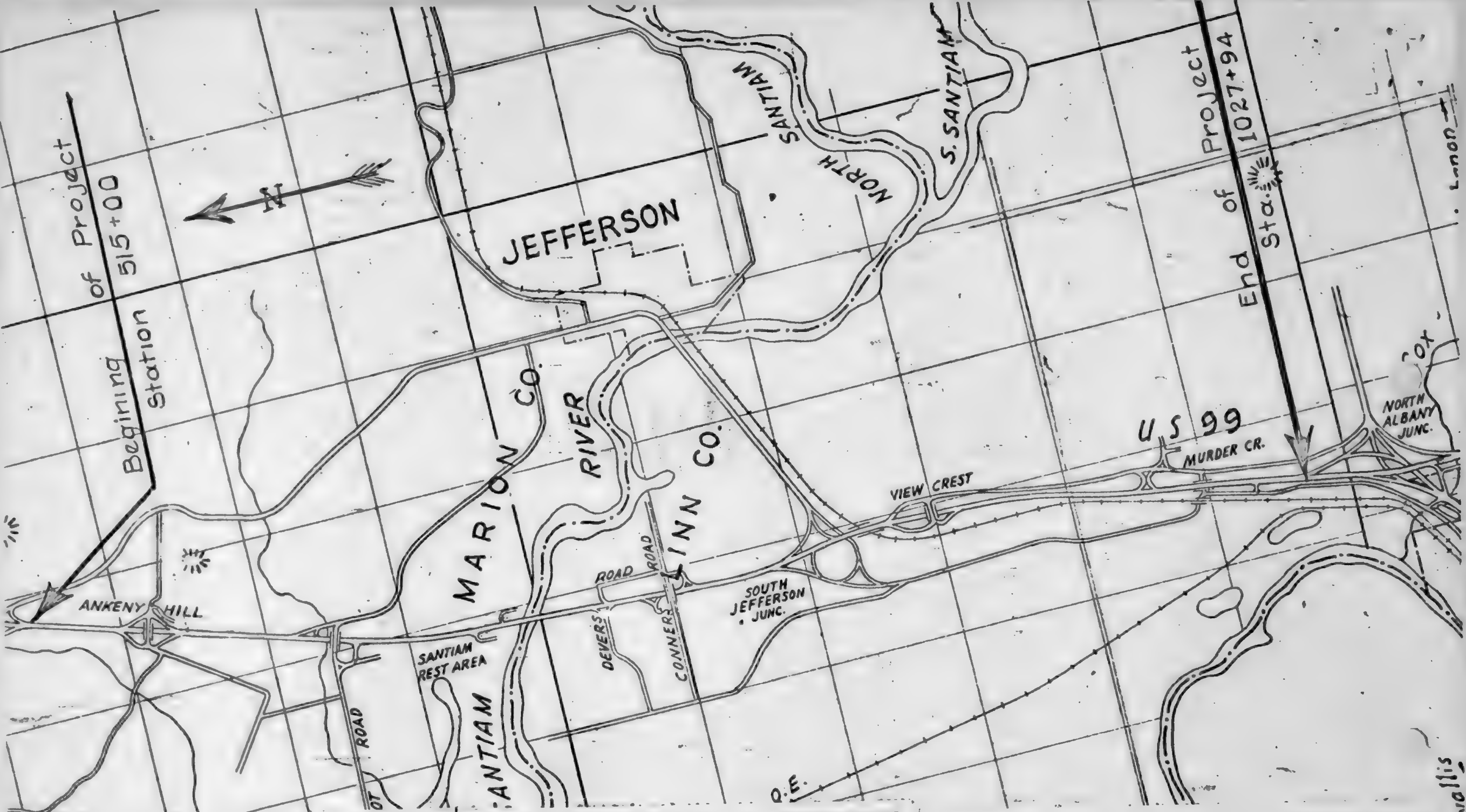
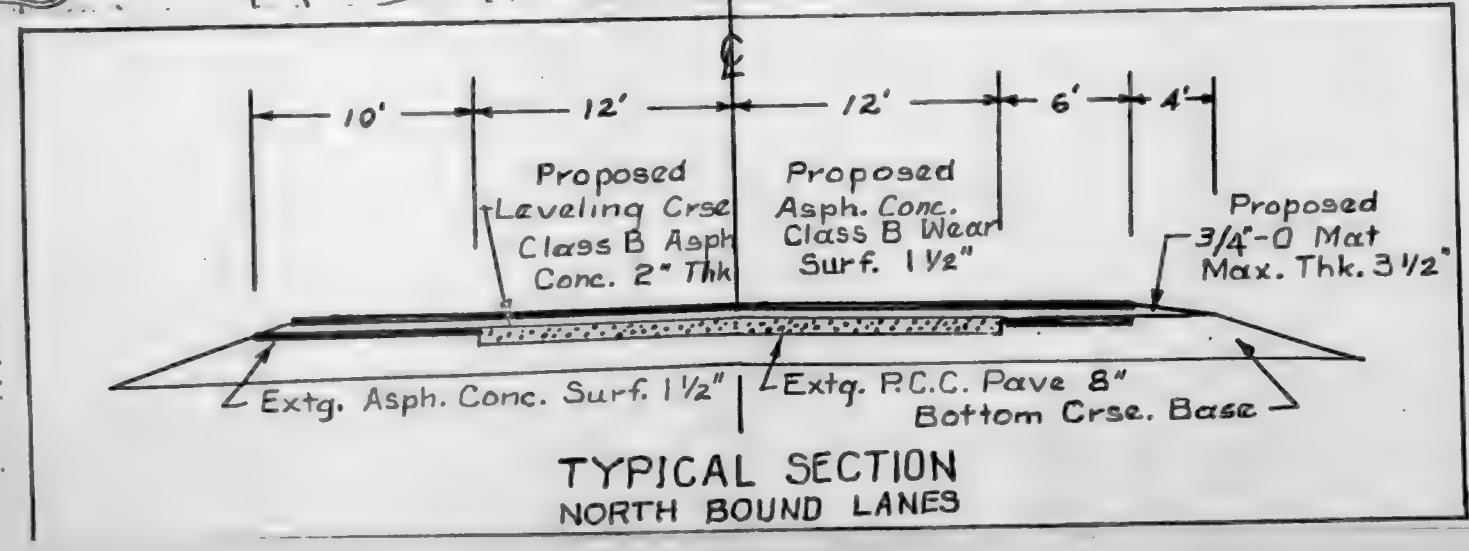
AUG 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER




10'
12'
12'
6'
4'
Proposed Leveling Crse Class B Asph Conc. 2" Thk
Proposed Asph. Conc. Class B Wear Surf. 1 1/2"
Proposed 3/4"-0 Mat Max. Thk. 3 1/2"
Extg. Asph. Conc. Surf. 1 1/2"
Extg. P.C.C. Pave 8" Bottom Crse. Base

TYPICAL SECTION
NORTH BOUND LANES

PROSPECTUS MAP
N.JEFFERSON Jct.-N.ALBANY INTER.
PACIFIC HIGHWAY

MARION COUNTY

Scale: 1" = 1 Mi. 8-15-61

EBF-102(11) Dufur-Gap Sec., The Dalles- 1963
California Hwy. (Grad., Pav.
& Struct.)
#6217

C4A 2591
C4A 2590

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STATE COPY

Monthly transaction number 9-112	FO PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number EBF 102(11)	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-10-65	County **Wasco**
8		Project number **EBF-102(11)**

6212 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 18, 1963, is hereby modified as follows:

Revised estimated total cost of project $ ____________

Revised Federal funds $ ____________

Other revisions

Modified to identify the bond issues for this project.
(See sheet attached).

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of September, 1965.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By	~~XX~~By A. W. Parsons (Division Engineer)
Assistant State Highway Engineer (Title)	By L. R. Backlund L. R. Backlund, Administrative Mgr.
By ____________ (Title)	
By ____________ (Title)	

USCOMM-DC 8120-P63

BOND ISSUES

State Funds for Const.:	Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Bond Indebtedness Laws:	Chap. 381, laws 1961; Chap. 483, laws 1961.
State Funds for Maint.:	Chap. 529, laws 1939.

Oregon Laws Chap. 381, Laws 1961

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000,000	Jan. 1, 1962	Jan. 1, 1963

Oregon Laws Chap. 483, Laws 1961

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000,000	Jan. 1, 1962	Jan. 1, 1963

Oregon State Highway Department

Federal Aid
Project No. [illegible]-102(11)

DUFUR-GAP SECTION OF THE DALLES-
CALIFORNIA HIGHWAY IN WASCO COUNTY

(Revised estimate as a basis for modification of project agreement to include the bond maturity dates and amounts. Based on low bid prices.)

Salem, Oregon, July 26, 1965

Type Code 6201
Roadway (Sta. 615+50 thru Eqn. 723+10.03=719+69.41 to Sta. 794+45.17)(Contract 6217)

Clearing and Grubbing	All	Required		$ 55,000.00
Drainage Excavation, Unclassified	710	cu. yd.	3.00	2,130.00
General Excavation, Unclassified	648,000	cu. yd.	0.69	447,120.00
Short Overhaul	1,248,900	yd. sta.	0.005	6,244.50
Long Overhaul	5,240	C-yd. sta.	0.40	2,096.00
Loose Riprap	2,000	cu. yd.	2.50	5,000.00
Tractor and Dozer	20	hours	20.00	400.00
Blade Grader	50	hours	20.00	1,000.00
Finishing Roadbed and Slopes	3.40	miles	400.00	1,360.00
Rounding Cutbanks	17,000	lin. ft.	0.15	2,550.00
12-inch Culvert Pipe	84	lin. ft.	2.50	210.00
18-inch Culvert Pipe	1,100	lin. ft.	3.40	3,740.00
24-inch Culvert Pipe	720	lin. ft.	5.60	4,032.00
Extra for Pipe Under Pavement	22	lin. ft.	5.00	110.00
18-inch Culvert End Sections	12	only	25.00	300.00
24-inch Culvert End Sections	9	only	40.00	360.00
Metal Guard Rail	13,400	lin. ft.	2.25	30,150.00
Rail End Pieces	38	only	5.00	190.00
Salvage and Reinstall Guard Rail	2,250	lin. ft.	2.00	4,500.00
Guide Posts, PW-1	150	only	8.00	1,200.00
Guide Posts, PY-1	22	only	8.00	176.00
Type 1 Fence	470	rods	5.50	2,585.00
Type 2 Fence	12	rods	10.00	120.00
16' x 48" Metal Gates	2	only	100.00	200.00
Coarse Crushed Material in Base	97,700	tons	1.25	122,125.00
3/4" - 0 Material in Base	13,800	tons	1.25	17,250.00
Sprinkling	7,550	M-gal.	2.00	15,100.00
Preparation of Base	3.47	miles	200.00	694.00
3/4" - 0 Material in Binder Course	620	cu. yd.	2.80	1,736.00
RC-250 Asphalt	145	tons	45.00	6,525.00
Asphaltic Concrete Mixture	16,850	tons	3.50	58,975.00
Asphalt in Mixture	930	tons	31.00	28,830.00
Extra for Paving Approaches	19	only	40.00	760.00
				$822,768.50

Flagging (57½% of Contractor's Cost)	All Required		$ 8,000.00
Seeding and Mulching	All Required		3,800.00
Signing (Temporary)	All Required		300.00
			$ 12,100.00

Utilities

Work by the City of Dufur	All Required		$ 2,000.00
Work by Pacific Power & Light Co.	All Required		675.06
Work by N. State Telephone Co.	All Required		2,934.00
			$ 5,609.06
	Subtotal		$840,477.56
	10% Engr. & Cont.		84,047.44
	Total		$924,525.00

Type Code 2081
Fifteenmile Cr. Bridge (Br. #9188)(Sta. 661+23 to Sta. 663+69)(Contract 6217)

Shoring, Cribbing, Etc.	All Required		$ 7,000.00
Structural Excavation	300 cu. yd.	6.00	1,800.00
Structural Excavation Below Elevation Shown	40 cu. yd.	6.00	240.00
Furnish 10" BP 42# Steel Piling	630 lin. ft.	5.50	3,465.00
Drive Steel Piles	14 only	100.00	1,400.00
Splice Steel Piles	4 only	25.00	100.00
Class "A" Concrete (436 cu. yd.)	All Required		30,500.00
80'-85' Type IV Prestressed Beams	15 only	1,750.00	26,250.00
Metal Reinforcement (86,000 lbs.)	All Required		10,700.00
Metal Parapet Railing	488 lin. ft.	7.00	3,416.00
8-inch Metal Drain Pipe	95 lin. ft.	4.00	380.00
			$ 85,251.00

Type Code 2080
Larch Creek Bridge (Br. #1066A)(Sta. 720+32.92 to Sta. 721+59.92)(Contract 6217)

Remove Old Bridge	All Required		$ 500.00
Shoring, Cribbing, Etc.	All Required		4,000.00
Structural Excavation	375 cu. yd.	6.00	2,250.00
Structural Excavation Below Elevation Shown	35 cu. yd.	6.00	210.00
Class "A" Concrete (470 cu. yd.)	All Required		32,800.00
Metal Reinforcement (95,100 lbs.)	All Required		11,800.00
8-inch Metal Drain Pipe	20 lin. ft.	4.00	80.00
			$ 51,640.00

Subtotal	$136,891.00
10% Engr. & Cont.	13,689.00
Total	$150,580.00

Length of Roadway	3.406 Miles
Length of 2 Structures	0.071 Miles
Total Length	3.477 Miles
Cost of Roadway Per Mile	$271,440.10

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 924,525.00	$582,000.00	$342,525.00
Structures	150,580.00	94,000.00	56,580.00
	$1,075,105.00	$676,000.00	$399,105.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Bond Indebtedness Laws: Chap. 381, Laws 1961; Chap. 483, Laws 1961.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon Laws Chap. 381, Laws 1961.

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000,000	Jan. 1, 1962	Jan. 1, 1963

Oregon Laws Chap. 483, Laws 1961.

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000,000	Jan. 1, 1962	Jan. 1, 1963

DUFUR-GAP SECTION

PROJECT NO. ERF-102(11)

Estimated cost of work by the Pacific Power and Light Company

Installation

Materials	$ 175.01
Labor	251.05
Equipment	32.77
Miscellaneous Cost	91.77
	$ 550.60

Removal

Labor	$ 114.11
Equipment	10.35
	$ 124.46
Lump Sum Total	$ 675.06

Estimated cost of work by City of Dufur

Labor	$ 252.00
Material	1,020.00
Equipment	275.00
Right of Way	180.00
	$2,000.00

Estimated cost of work by the North State Telephone Company

Aerial Plant

Removal	$ 684.08
Salvage Credit	-20.00
	$ 664.08
State Share 20/30 (66.7%)	$ 442.94

Buried Plant

Labor	$2,312.15
Material	179.20
	$2,491.35
Total	$2,934.29
Use	$2,934.00

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6217

State

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. EBF-102(11)	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Wasco
		PROJECT NO. EBF-102(11)

The State, through Its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 197 Dufur S. 3.5 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-7-63	3.477
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,075,105.00	$ 676,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By Lloyd
ASSISTANT State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ By A. W. Parsons
(Division Engineer)
By: L. R. Backlund
L. R. Backlund
Administrative Manager
Date executed by Division Engineer March 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. EBF-102(11)

DUFUR-GAP SECTION OF THE DALLES-
CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 27, 1963

Type Code 6201
Roadway (Sta. 615+50 thru Equa. 723+80.03=719+69.41 to Sta. 794+45.17)
(Contract 6217)

Clearing and Grubbing	All	Required		$ 55,000.00
Drainage Excavation, Unclassified	710	cu.yds.	$ 3.00	2,130.00
General Excavation, Unclassified	648,000	cu.yds.	0.69	447,120.00
Short Overhaul	1,248,900	yd.stas.	0.005	6,244.50
Long Overhaul	5,240	C-yd.stas.	0.40	2,096.00
Loose Riprap	2,000	cu.yds.	2.50	5,000.00
Tractor and Dozer	20	hours	20.00	400.00
Blade Grader	50	hours	20.00	1,000.00
Finishing Roadbed and Slopes	3.40	miles	400.00	1,360.00
Rounding Cutbanks	17,000	lin.ft.	0.15	2,550.00
12-inch Culvert Pipe	84	lin.ft.	2.50	210.00
18-inch Culvert Pipe	1,100	lin.ft.	3.40	3,740.00
24-inch Culvert Pipe	720	lin.ft.	5.60	4,032.00
Extra for Pipe Under Pavement	22	lin.ft.	5.00	110.00
18-inch Culvert End Sections	12	only	25.00	300.00
24-inch Culvert End Sections	9	only	40.00	360.00
Metal Guard Rail	13,400	lin.ft.	2.25	30,150.00
Rail End Pieces	38	only	5.00	190.00
Salvage and Reinstall Guard Rail	2,250	lin.ft.	2.00	4,500.00
Guide Posts, FW-1	150	only	8.00	1,200.00
Guide Posts, FY-1	22	only	8.00	176.00
Type 1 Fence	470	rods	5.50	2,585.00
Type 2 Fence	12	rods	10.00	120.00
16' x 48" Metal Gates	2	only	100.00	200.00
Coarse Crushed Material in Base	97,700	tons	1.25	122,125.00
3/4" - 0 Material in Base	13,800	tons	1.25	17,250.00
Sprinkling	7,550	M-gals.	2.00	15,100.00
Preparation of Base	3.47	miles	200.00	694.00
3/4" - 0 Material in Binder Course	620	cu.yds.	2.80	1,736.00
RC-250 Asphalt	145	tons	45.00	6,525.00
Asphaltic Concrete Mixture	16,850	tons	3.50	58,975.00
Asphalt in Mixture	930	tons	31.00	28,830.00
Extra for Paving Approaches	19	only	40.00	760.00
				$822,768.50

Flagging (57½% of Contractor's Cost)	All Required	$ 8,000.00
Seeding and Mulching	All Required	3,800.00
Signing (Temporary)	All Required	300.00
		$ 12,100.00

Utilities

Work by the City of Dufur	All Required	$ 2,000.00
Work by Pacific Power & Light Co.	All Required	675.06
Work by N. State Telephone Co.	All Required	2,934.00
		$ 5,609.06

Subtotal	$840,477.56
10% Engr. & Cont.	84,047.44
Total	$924,525.00

Type Code X081
Fifteenmile Cr. Bridge (Br. #9188)(Sta. 661+23 to Sta. 663+69)(Contract 6217)

Shoring, Cribbing, Etc.	All Required		$ 7,000.00
Structural Excavation	300 cu.yds.	$ 6.00	1,800.00
Structural Excavation Below Elevation Shown	40 cu.yds.	6.00	240.00
Furnish 10" BP 42# Steel Piling	630 lin.ft.	5.50	3,465.00
Drive Steel Piles	14 only	100.00	1,400.00
Splice Steel Piles	4 only	25.00	100.00
Class "A" Concrete (436 cu.yds.)	All Required		30,500.00
80'-85' Type IV Prestressed Beams	15 only	1,750.00	26,250.00
Metal Reinforcement (86,000 lbs.)	All Required		10,700.00
Metal Parapet Railing	488 lin.ft.	7.00	3,416.00
8-inch Metal Drain Pipe	95 lin.ft.	4.00	380.00
			$ 85,251.00

Type Code X020
Larch Creek Bridge (Br. #1066A)(Sta. 720+32.92 to Sta. 721+59.92)(Contract 6217)

Remove Old Bridge	All Required		$ 500.00
Shoring, Cribbing, Etc.	All Required		4,000.00
Structural Excavation	375 cu.yds.	$ 6.00	2,250.00
Structural Excavation Below Elevation Shown	35 cu.yds.	6.00	210.00
Class "A" Concrete (470 cu.yds.)	All Required		32,800.00
Metal Reinforcement (95,100 lbs.)	All Required		11,800.00
8-inch Metal Drain Pipe	20 lin.ft.	4.00	80.00
			$ 51,640.00

Subtotal	$136,891.00
10% Engr. & Cont.	13,689.00
Total	$150,580.00

Length of Roadway - - - - - - - - - - - 3.406 Miles
Length of 2 Structures- - - - - - - - - 0.071 Mile
Total Length- - - - - - - - - - - - - - 3.477 Miles
Cost of Roadway Per Mile- - - - - - - - $271,440.10

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 924,525.00	$582,000.00	$342,525.00
Structures	150,580.00	94,000.00	56,580.00
	$1,075,105.00	$676,000.00	$399,105.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939; Chap. 491, laws 1951;
Chap. 20, laws 1953; Chap. 22, laws 1957;
Chap. 354, laws 1957; Chap. 381, laws 1961;
Chap. 483, laws 1961.

State Funds for Maint.: Chap. 529, laws 1939.

DUFUR-GAP SECTION

PROJECT NO. ERF-102(11)

Estimated cost of work by the Pacific Power and Light Company

Installation

Materials	$ 175.01
Labor	251.05
Equipment	32.77
Miscellaneous Cost	91.77
	$ 550.60

Removal

Labor	$ 114.11
Equipment	10.35
	$ 124.46
Lump Sum Total	$ 675.06

Estimated cost of work by City of Dufur

Labor	$ 252.00
Material	1,020.00
Equipment	275.00
Right of Way	180.00
	$2,000.00

Estimated cost of work by the North State Telephone Company

Aerial Plant

Removal	$ 684.08
Salvage Credit	- 20.00
	$ 664.08
State Share 20/30 (66.7%)	$ 442.94

Buried Plant

Labor	$2,312.15
Material	179.20
	$2,491.35
Total	$2,934.29
Use	$2,934.00

Oregon State Highway Department

Federal Aid
Project No. EBF-102(11)

DUFUR-GAP SECTION OF THE DALLES-
CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 17, 1963

Type Code 6201
Roadway (Sta. 615+50 thru Equa. 723+80.03=719+69.41 to Sta. 794+45.17)

Clearing and Grubbing	All	Required		$ 40,000.00
Drainage Excavation, Unclassified	710	cu.yds.	$ 3.00	2,130.00
General Excavation, Unclassified	648,000	cu.yds.	0.81	524,880.00
Short Overhaul	1,248,900	yd.stas.	0.01	12,489.00
Long Overhaul	5,240	C-yd.stas.	0.35	1,834.00
Loose Riprap	2,000	cu.yds.	2.50	5,000.00
Tractor and Dozer	20	hours	20.00	400.00
Blade Grader	50	hours	15.00	750.00
Finishing Roadbed and Slopes	3.40	miles	1,500.00	5,100.00
Rounding Cutbanks	17,000	lin.ft.	0.20	3,400.00
12-inch Culvert Pipe	84	lin.ft.	3.75	315.00
18-inch Culvert Pipe	1,100	lin.ft.	5.00	5,500.00
24-inch Culvert Pipe	720	lin.ft.	7.50	5,400.00
Extra for Pipe Under Pavement	22	lin.ft.	3.00	66.00
18-inch Culvert End Section	12	only	45.00	540.00
24-inch Culvert End Section	9	only	65.00	585.00
Metal Guard Rail	13,400	lin.ft.	2.50	33,500.00
Rail End Pieces	38	only	5.00	190.00
Salvage and Reinstall Guard Rail	2,250	lin.ft.	1.50	3,375.00
Guide Posts, PW-1	150	only	7.50	1,125.00
Guide Posts, PY-1	22	only	7.50	165.00
Type 1 Fence	470	rods	6.00	2,820.00
Type 2 Fence	12	rods	6.50	78.00
16' x 48" Metal Gates	2	only	100.00	200.00
Coarse Crushed Material in Base	97,700	tons	1.35	131,895.00
3/4"-0 Material in Base	13,800	tons	1.45	20,010.00
Sprinkling	7,550	M-gals.	3.00	22,650.00
Preparation of Base	3.47	miles	300.00	1,041.00
3/4"-0 Material in Binder Course	620	cu.yds.	3.75	2,325.00
RC-250 Asphalt	145	tons	43.00	6,235.00
Asphaltic Concrete Mixture	16,850	tons	4.00	67,400.00
Asphalt in Mixture	930	tons	32.00	29,760.00
Extra For Paving Approaches	19	only	25.00	475.00
				$ 931,633.00

Flagging (57½% of Contractor's Cost)	All Required		$ 8,000.00
Seeding and Mulching	All Required		3,800.00
Signing (Temporary	All Required		300.00
			$ 12,100.00

Utilities

Work by the City of Dufur	All Required		$ 2,200.00
Work by Pacific Power & Light Co.	All Required		1,000.00
Work by N. State Telephone Co.	All Required		4,000.00
			$ 7,200.00
	Subtotal		$ 950,933.00
	10% Engr. & Cont.		95,093.00
	Total		$1,046,026.00

Type Code X081
Fifteenmile Cr. Bridge (Br. #9188)(Sta. 661+23 to Sta. 663+69)

Shoring, Cribbing, Etc.	All Required		$ 2,000.00
Structural Excavation	300 cu.yds.	$ 6.00	1,800.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Furnish 10" BP 42# Steel Piling	630 lin.ft.	5.50	3,465.00
Drive Steel Piles	14 only	70.00	980.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (436 cu.yds. $75.00)	All Required		32,700.00
80'-85' Type IV Prestressed Beams	15 only	2,350.00	35,250.00
Metal Reinforcement (86,000 lbs. $0.14)	All Required		12,040.00
Metal Parapet Railing	488 lin.ft.	7.00	3,416.00
8-inch Metal Drain Pipe	95 lin.ft.	4.00	380.00
			$ 92,631.00

Type Code X020
Larch Creek Bridge (Br. #1066A)(Sta. 720+32.92 to Sta. 721+59.92)

Remove Old Bridge	All Required		$ 1,000.00
Shoring, Cribbing, Etc.	All Required		4,000.00
Structural Excavation	375 cu.yds.	$ 6.00	2,250.00
Structural Excavation Below Elevation Shown	35 cu.yds.	8.00	280.00
Class "A" Concrete (470 cu.yds. $70.00)	All Required		32,900.00
Metal Reinforcement (95,100 lbs. $0.14)	All Required		13,314.00
8-inch Metal Drain Pipe	20 lin.ft.	4.00	80.00
			$ 53,824.00

Subtotal	$ 146,455.00
10% Engr. & Cont.	14,645.00
Total	$ 161,100.00

Length of Roadway - - - - - - - - - 3.406 Miles
Length of 2 Structures - - - - - 0.071 Mile
Total Length- - - - - - - - - - - - 3.477 Miles
Cost of Roadway Per Mile - - - - $307,112.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,046,026.00	$658,000.00	$388,026.00
Structures	161,100.00	101,000.00	60,100.00
	$1,207,126.00	$759,000.00	$448,126.00

DUFUR-GAP SECTION

PROJECT NO. EBF-102(11)

Prestressed Beam Quantities

80' to 85' Beams

Overhead				$ 100.00
Class "A-A" Concrete	17.8	cu.yds.	$73.00	1,299.40
Metal Reinforcement	1,720	lbs.	0.125	215.00
Prestress Steel	1,871	lbs.	0.40	748.40
				$2,362.80

RECEIVED
MAR 20 1963

FOR FILING

EBF 102(11)

311

477 Cottage Street, N. E.
Salem, Oregon

March 18, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project EBF-102(11)
Dufur-Gap Section
North-State Telephone Company Utility Adjustment

Our memorandum of March 13, 1963 authorized you to proceed with actual adjustments for the above-mentioned utility effective March 7, 1963. We are now in receipt of Mr. Young's March 12, 1963 letter which transmitted the telephone company's March 11, 1963 letter requesting approval for negotiating a contract for adjusting its utilities on the subject project.

The highway contractor has commenced work and is pressing the telephone company to adjust its facilities. Also, the proposed utility contractor is working for the telephone company, is available, and is qualified. The company does not believe that there will be sufficient time to call for bids.

In view of the foregoing, the North-State Telephone Company is authorized to negotiate a contract for the adjustment of its facilities in connection with the subject project on a continuing basis in accordance with subparagraph 6c of PPM 30-4.

RECEIVED
MAR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original to Young
3-20-63

Oregon State Highway Department

Federal Aid
Project No. EBF-102(11)

DUFUR-GAP SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 8, 1963

Type Code 6201
Roadway (Sta. 615+50 thru Equa. 723+80.03=719+69.41 to Sta. 794+45.17)

Clearing and Grubbing	All	Required		$ 40,000.00
Drainage Excavation, Unclassified	710	cu.yds.	$ 3.00	2,130.00
General Excavation, Unclassified	648,000	cu.yds.	0.81	524,880.00
Short Overhaul	1,248,900	yd.stas.	0.01	12,489.00
Long Overhaul	5,240	C-yd.stas.	0.35	1,834.00
Loose Riprap	2,000	cu.yds.	2.50	5,000.00
Tractor and Dozer	20	hours	20.00	400.00
Blade Grader	50	hours	15.00	750.00
Finishing Roadbed and Slopes	3.40	miles	1,500.00	5,100.00
Rounding Cutbanks	17,000	lin.ft.	0.20	3,400.00
12-inch Culvert Pipe	84	lin.ft.	3.75	315.00
18-inch Culvert Pipe	1,100	lin.ft.	5.00	5,500.00
24-inch Culvert Pipe	720	lin.ft.	7.50	5,400.00
Extra for Pipe Under Pavement	22	lin.ft.	3.00	66.00
18-inch Culvert End Sections	12	only	45.00	540.00
24-inch Culvert End Sections	9	only	65.00	585.00
Metal Guard Rail	13,400	lin.ft.	2.50	33,500.00
Rail End Pieces	38	only	5.00	190.00
Salvage and Reinstall Guard Rail	2,250	lin.ft.	1.50	3,375.00
Guide Posts PW-1	150	only	7.50	1,125.00
Guide Posts PY-1	22	only	7.50	165.00
Type 1 Fence	670	rods	6.00	4,020.00
Type 2 Fence	1,000	rods	6.50	6,500.00
16'x48" Metal Gates	6	only	100.00	600.00
Coarse Crushed Material in Base	97,700	tons	1.35	131,895.00
3/4" - 0 Material in Base	13,800	tons	1.45	20,010.00
Sprinkling	7,550	M-gals.	3.00	22,650.00
Preparation of Base	3.47	miles	300.00	1,041.00
3/4" - 0 Material in Binder Course	620	cu.yds.	3.75	2,325.00
RC-250 Asphalt	145	tons	43.00	6,235.00
Aspahtlic Concrete Mixture	16,850	tons	4.00	67,400.00
Asphalt in Mixture	930	tons	32.00	29,760.00
Extra for Paving Approaches	19	only	25.00	475.00
				$ 939,655.00

Flagging (57½% of Contractor's Cost)	All Required		$ 8,000.00
Seeding and Mulching	All Required		3,800.00
Signing (Temporary)	All Required		300.00
			$ 12,100.00

Utilities

Work by The City of Dufur	All Required	$ 2,200.00
Work by Pacific Power & Light Co.	All Required	1,000.00
Work by N. State Telephone Co.	All Required	4,000.00
		$ 7,200.00

Subtotal	$ 958,955.00
10% Engr. & Cont.	95,895.00
Total	$1,054,850.00

Type Code X081
Fifteenmile Cr. Bridge (Br. #9188)(Sta. 661+23 to Sta. 663+69)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	300 cu.yds.	$ 6.00	1,800.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Furnish 10" BP 42# Steel Piling	630 lin.ft.	5.50	3,465.00
Drive Steel Piles	14 only	70.00	980.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (436 cu.yds. $75.00)	All Required		32,700.00
80'-85' Type IV Prestressed Beams	15 only	2,350.00	35,250.00
Metal Reinforcement (86,000 lbs. $0.14)	All Required		12,040.00
Met 1 Parapet Railing	488 lin.ft.	7.00	3,416.00
8-inch Metal Drain Pipe	95 lin.ft.	4.00	380.00
			$ 92,631.00

Type Code X020
Larch Creek Bridge (Br. #1066A)(Sta. 720+32.92 to Sta. 721+59.92)

Remove Old Bridge	All Required		$ 1,000.00
Shoring, Cribbing, Etc.	All Required		4,000.00
Structural Excavation	375 cu.yds.	$ 6.00	2,250.00
Structural Excavation, Below Elevation Shown	35 cu.yds.	8.00	280.00
Class "A" Concrete (470 cu.yds. $70.00)	All Required		32,900.00
Metal Reinforcement (95,100 lbs. $0.14)	All Required		13,314.00
8-inch Metal Drain Pipe	20 lin.ft.	4.00	80.00
			$ 53,824.00

Subtotal	$ 146,455.00
10% Engr. & Cont.	14,645.00
Total	$ 161,100.00

Length of Roadway - - - - - - - - - - - - 3.406 Miles
Length of 2 Structures- - - - - - - - - 0.071 Mile
Total Length - - - - - - - - - - - - - - 3.477 Miles
Cost of Roadway Per Mile- - - - - - - - $309,703.46

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,054,850.00	$664,000.00	$390,850.00
Structures	161,100.00	101,000.00	60,100.00
	$1,215,950.00	$765,000.00	$450,950.00

DUFUR-GAP SECTION

PROJECT NO. EBF-102(11)

Prestressed Beam Quantities

80' to 85' Beams

Overhead			$ 100.00
Class "A-A" Concrete	17.8 cu.yds.	$73.00	1,299.40
Metal Reinforcement	1,720 lbs.	$ 0.125	215.00
Prestress Steel	1,871 lbs.	$ 0.40	748.40
			$2,362.80

Oregon State Highway Department

Federal Aid
Project No. EBF-102(11)

DUFUR-GAP SECTION OF THE DALLES-
CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 17, 1962

Type Code 6201
Roadway (Sta. 615+50 thru Equa. 723+80.03 = 719+69.41 to Sta. 794+45.17)

Clearing and Grubbing	All	Required		$ 40,000.00
Drainage Excavation, Unclassified	710	cu.yds.	$ 3.00	2,130.00
General Excavation, Unclassified	648,000	cu.yds.	0.81	524,880.00
Short Overhaul	1,248,900	yd.sta.	0.01	12,489.00
Long Overhaul	5,240	C-yd.sta.	0.35	1,834.00
Loose Riprap	2,000	cu.yds.	2.50	5,000.00
Tractor and Dozer	20	hours	20.00	400.00
Blade Grader	50	hours	15.00	750.00
Finishing Roadbed and Slopes	3.40	miles	1,500.00	5,100.00
Rounding Cutbanks	17,000	lin.ft.	0.20	3,400.00
12-inch Culvert Pipe	84	lin.ft.	3.75	315.00
18-inch Culvert Pipe	1,100	lin.ft.	5.00	5,500.00
24-inch Culvert Pipe	720	lin.ft.	7.50	5,400.00
Extra for Pipe Under Pavement	22	lin.ft.	3.00	66.00
18-inch Culvert End Section	12	only	45.00	540.00
24-inch Culvert End Section	9	only	65.00	585.00
Metal Guard Rail	13,400	lin.ft.	2.50	33,500.00
Rail End Pieces	38	only	5.00	190.00
Salvage and Reinstall Guard Rail	2,250	lin.ft.	1.50	3,375.00
Guide Posts, PW-1	150	only	7.50	1,125.00
Guide Posts, PY-1	22	only	7.50	165.00
Type 1 Fence	670	rods	6.00	4,020.00
Type 2 Fence	1,550	rods	6.50	10,075.00
16' x 48" Metal Gates	6	only	100.00	600.00
Coarse Crushed Material in Base	97,700	tons	1.35	131,895.00
3/4" - 0 Material in Base	13,800	tons	1.45	20,010.00
Sprinkling	7,550	M-gals.	3.00	22,650.00
Preparation of Base	3.47	miles	300.00	1,041.00
3/4" - 0 Material in Binder Course	620	cu.yds.	3.75	2,325.00
RC-250 Asphalt	145	tons	43.00	6,235.00
Asphaltic Concrete Mixture	16,850	tons	4.00	67,400.00
Asphalt in Mixture	930	tons	32.00	29,760.00
Extra for Paving Approaches	19	only	25.00	475.00
				$ 943,230.00

Flagging (57½% of Contractor's Cost)	All	Required	$ 8,000.00
Seeding and Mulching	All	Required	3,800.00
Signing (Temporary)	All	Required	300.00
			$ 12,100.00

Utilities

Work by the City of Dufur	All Required		$ 2,200.00
Work by Pacific Power & Light Co.	All Required		1,000.00
Work by N. State Telephone Co.	All Required		4,000.00
			$ 7,200.00
	Subtotal		$ 962,530.00
	10% Engr. & Cont.		96,253.00
	Total		$1,058,783.00

Type Code X181
Fifteenmile Cr. Bridge (Br. #9188) (Sta. 661+23 to Sta. 66_+69)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	300 cu.yds.	$ 6.00	1,800.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Furnish 10" BP 42# Steel Piling	630 lin.ft.	5.50	3,465.00
Drive Steel Piles	14 only	70.00	980.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (436 cu.yds at $75.00)	All Required		32,700.00
80' - 85' Type IV Prestressed Beams	15 only	2,350.00	35,250.00
Metal Reinforcement (86,000 lbs. at $0.14)	All Required		12,040.00
Metal Parapet Railing	488 lin.ft.	7.00	3,416.00
8-inch Metal Drain Pipe	95 lin.ft.	4.00	380.00
			$ 92,631.00

Type Code X020
Larch Creek Bridge (Br. #1066A) (Sta. 720+32.92 to Sta. 721+59.92)

Remove Old Bridge	All Required		$ 1,000.00
Shoring, Cribbing, etc.	All Required		4,000.00
Structural Excavation	375 cu.yds.	6.00	2,250.00
Structural Excavation Below Elevation Shown	35 cu.yds.	8.00	280.00
Class "A" Concrete (470 cu.yds. at $70.00)	All Required		32,900.00
Metal Reinforcement (95,100 lbs. at $0.14)	All Required		13,314.00
8-inch Metal Drain Pipe	20 lin.ft.	4.00	80.00
			$ 53,824.00
	Subtotal		$ 146,455.00
	10% Engr. & Cont.		14,645.00
	Total		$ 161,100.00

Length of Roadway . . . . 3.406 Miles
Length of 2 Structures . . . . 0.071 Mile
Total Length . . . . 3.477 Miles
Cost of Roadway Per Mile $310,858.19

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,058,783.00	$ 667,000.00	$ 391,783.00
Structures	161,100.00	101,000.00	60,100.00
	$1,219,883.00	$ 768,000.00	$ 451,883.00

DUFUR-GAP SECTION

PROJECT NO. FBF-102(11)

PRESTRESSED BEAM QUANTITIES

80' to 85' Beams

Overhead	$ 100.00
Class "A-A" Concrete 17.8 cu.yds. at $73.00	1,299.40
Metal Reinforcement 1,720 lbs. at $0.125	215.00
Prestress Steel 1,871 lbs. at $0.40	748.40
	$2,362.80

RECEIVED
MAY 1 - 1964
FOR FILING

May 1, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Dufur-Gap Section of The Dalles-California Highway, Contract No. 6217, Project No. ERF-102(11) in Wasco County, was completed March 29, 1964.

This work was authorized by Order for State Work No. 1 dated February 8, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
cc: J. W. Nash

RECEIVED
FEB 4 - 1964

FOR

February 3, 1964

The Fidelity & Casualty Co. of N.Y.,
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

On January 23, 1964, we wrote to you concerning release of final payment on contract #6217, awarded to Rogers Const. Co., for grading-paving-structures on the Dufur-Gap Section of The Dalles-California Highway in Wasco County.

Final payment on this contract is $47,865.98 and the total contract amount is $932,843.47, including $2,603.94 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N.Y.,
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Const. Co.,
11760 NE Glisan Street
Portland 16, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
FEB 6 - 1964

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1964

To: **Mr. Walter T. Wright**
Right of Way Engineer
BUILDING

SUBJECT: **Indenture of Access**
R/W File 35079 (Hunt)
Dufur-Gap Section
The Dalles-California Highway

Herewith, request for change in stationing of access on right of way file 35079 (Hunt) on the Dufur-Gap Section of The Dalles-California Highway. A previous indenture granted and/or changed the accesses which are now of record, and this is a revised request for the purpose of correcting the stationing to conform to that which was actually constructed.

No change in the use or safety of the highway is involved and the Bureau of Public Roads Area Engineer is conversant with the changes as they were made during construction. Bureau of Public Roads' approval will consist of acceptance of the project.

The minor change in stationing was required by topography and the desires and needs of the property owner. It is the recommendation of this office and approved by Mr. Shaw that these changes be granted.

F. D. Morgan
Construction Engineer

by

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Ass't Construction Engineer

NOTED
LLOYD P. SHAW

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

EAP:dkc

Attach.

cc: Lloyd P. Shaw ✓
Dean Swift

RECEIVED
JAN 29 1964
FOR FILING

Form 2-10 5OM 2-63 49007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1964

SUBJECT: Indenture of Access
R/W File 35079 (Hunt)
Dufur-Gap Section
The Dalles-California Highway

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request for a change in the stationing of the accesses which have been granted under this file. A previous indenture granted and/or changed the access which are now of record, and this revised request is for the purpose of correcting the stationing to conform to what has actually been built.

No change in the use or safety of the highway is involved, and the Bureau of Public Roads Area Engineer is conversant with the changes as they were made during construction. Bureau of Public Roads' approval will consist of acceptance of the project.

The minor changes in stationing were required by topography and the desires and needs of the property owner. Your approval is recommended.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Attach.
cc W. T. Wright

OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
cc Wright
1-29-64

RECEIVED
JAN 23 1964

FOR FILING

EDF- [illegible]

6217

January 22, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 24, 1963, on Contract No. 6217. The contract was with Rogers Construction Company and was for grading, paving, and structures on the Dufur-Gap Section of The Dalles-California Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 22, 1964, and that you concur in this procedure at the Commission meeting on January 30.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: January 5, 1964

SECTION: Dufur-GAp

SECTION PREFIX: 33-1080

HIGHWAY: The-Dalles-California

COUNTY: WAsco

NAME OF JOB: Dufur-Gap

KIND OF WORK: Grading and Paving

CONTRACTOR: Rogers Construction Co.

CONTRACT NUMBER: 6217

FEDERAL AID PROJECT NUMBER: EBF-102(11)

DATE OF CONTRACT: January 31 1963

DATE WORK STARTED: Febuary 12, 1963

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 140

WORK DAYS USED: 137

PERCENT OF TIME ELAPSED: Completed

PROJECT AUTHORIZATION: $1,102,454.44

ENGINEERING AUTHORIZATION: $ 78,396.76

EXCLUSIVE OF ENGINEERING: $1,024,057.68

ENGINEERING COST TO DATE: $ 68,100.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: Completed

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 944,018.43

PERCENT OF AUTHORIZATION: 8.6 % ?

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.8 %

DATE PROJECT WAS COMPLETED: October 24, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.40	3.40		3.40	3.47
TOTAL ESTIMATED QUANTITIES (CONTRACT)	648,000 CY	111,500 Ton			16,850Ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	632,763.9 CY	114,435.15 Ton		96.236 Ton	16,582.49 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy		
MONDAY	Cloudy		
TUESDAY	Partly Cloudy		
WEDNESDAY	Partly Cloudy		
THURSDAY	Fair		
FRIDAY	Fair		
SATURDAY	Partly Cloudy		

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JAN 7 [illegible]

CGE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate complete and data compiled for shipment to the Division office.

FINAL REPORT

SIGNED Lowell M Stratton

ADDRESS P.O. Box 491 The Dalles, Oregon 97058

JCG

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 31 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

December 26, 1963

By:

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

L. R. Backlund
Administrative Manager

Original signed by
L. R. Backlund
Admin. Manager

Oregon Project EBF-102(11)
Dufur-Gap Section
Utility Audit of City of Dufur
Progress Voucher No. 1

The audit of the subject claim has been completed. For your information a copy of the audit report is attached.

The audit disclosed a duplicate charge for material in the amount of $58.34. Your claim should be reduced by this amount when a voucher is submitted for payment of this bond project.

Attachment

original to Young
with attach.
12-30-63

NOTED
LLOYD P. SHAW

RECEIVED
DEC 2 - 1963
FOR FILING

Salem, Oregon
October 16, 1963

Agenda Item 1e-1
File No. 35079 - Hunt
Dufur Gap Section
The Dalles-California Highway
Wasco County

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached for further handling are two fully executed copies of an Indenture of Access to the James A. Hunt property on the Dufur Gap Section of The Dalles-California Highway in Wasco County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach: 2

RECEIVED
JUL 25 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

EBF-102 (11)

6217

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 23, 1963

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

File No. 35079-Hunt
Dufer-Gap Section
The Dalles-California
Highway
Wasco County

Dear Sir:

As a part of the settlement on the subject file, two points of access were granted. One on the easterly side of the highway at Station 796+10, and the other at Station 797+00 on the westerly side of the highway. Both of these points were 25 feet in width, unrestricted as to use. The adjacent owner has now requested that in place of the approach at Station 797+00 on the west, he be given an access at Station 799+11 on the west and also an approach at Station 801+00 on the east. In addition to this, the owner has also requested that he be given a farm crossing at Station 799+28 on the west and 800+70 on the east, the farm crossing width to be 40 feet.

This matter has been discussed with the District Engineer of the Bureau of Public Roads, and he has verbally approved the arrangement and asked that it be submitted as a construction change. It is still necessary to file an indenture instrument on the public records, as the deed is already a matter of record.

I am attaching sheet number 10 of the construction plans on the Dufer-Gap Section whereon is shown the farm crossing as well as the two access points. This matter was brought about by the fact that the adjacent owner had a portion of his property in the Soil Bank, and access was overlooked. Right of way was acquired for this project with state funds. The Federal Aid construction project number and name were EBF-102 (11), Dufer-Gap Section, The Dalles-California Highway, Wasco County. This project is presently under construction. I am attaching a copy of the Indenture of Access Instrument which covers this matter.

NOTED
FORREST COOPER

Since this matter has the verbal approval of your District Engineer, we will proceed with finalizing the matter by presenting the indenture instrument for the State Highway Commission for consideration. If you have any question in the matter, please advise.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:mk
Enclosures
cc: L. H. Young
Forrest Cooper
L. I. Lindas

RECEIVED
JUL 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 4 - 1963

FOR FILING

[illegible]
[illegible]

R. L. Porter

ON TDL 7 6-3-63 142PM

MORGAN

ROGERS IS LOADING TO SHOOT DETOUR STA 741 TO 747 DUFUR-GAP SECTION
TOMORROW MORNING 9:00 AM. THEY ARE ASKING FOR 1 HOUR TO CLEAR TRAFFIC.
LOOKS TO ME LIKE 30 MINUTES WILL DO. WE WILL
HAVE 2 DOZERS AND SHOVEL. WE WILL
HAVE MORE ADVANCE NOTICE IN THE FURXX FUTURE.

DEAN SWIFT

AF

RECEIVED
MAY 9 - 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1963

SUBJECT: Indenture of Access
Dufur-Gap Section
The Dalles-California Highway
Wasco County

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is an Indenture of Access submitted by the property owner requesting two additional approaches. The property involved (Hunt, R/W File No. 35079) is at present in the "Soil Bank" and the need for the accesses was overlooked by both the property owner and the Right of Way Agent. The accesses are needed to get equipment into and out of the fields.

Although the proposed accesses are in effect only two accesses, they show as four on the Indenture because of the fact that on each side there is a regular 16-foot gate adjacent to a 40-foot equipment opening. The regular gate will be normally used, but the equipment opening will be needed when oversize wheat cultivation equipment is to be moved.

This matter was discussed with the District Engineer for the Bureau of Public Roads who verbally approved the additional accesses and recommended that Bureau of Public Roads approval be requested as a construction change. This will require that revised drawings (Sheet 10 of plans) be submitted to the Bureau of Public Roads. This will be done after Commission approval of the requested accesses.

The settlement with the property owner did not include any payment for loss of access. A sketch of the proposed access is attached.

Your approval of this Indenture is recommended.

Approved 5-8-63
Lloyd P. Shaw
Asst. State Hwy. Engr.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjh
Attachments

cc: W. T. Wright

original To Morgan - with file
cc Wright
5-9-63

RECEIVED
MAY 7 1963
OFFICE OF
STATE HIGHWAY ENG.

RECEIVED
MAY 15 1963

FOR FILING

FORM CD-21 (9-22-59)
(PRES. BY [illegible] 106-15)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon

EBF-102

6217

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: April 30, 1963

FROM : A. W. Parsons
Division Engineer
Salem, Oregon

08-35.4-0

SUBJECT: Oregon Project EBF-102(11)
Dufur - Gap Section
North-State Telephone Company Utility Adjustment
Consulting Engineering Agreement

Mr. Litchfield's April 18, 1963 letter transmitted a copy of the March 26, 1963 agreement between Robert Welty Engineers and North-State Telephone Company for our approval.

Subsequent to previous correspondence in this matter, we were advised that the procedures governing the use of consulting engineers by a utility company to perform required technical services are as covered by subparagraph 10 a(2) of PPM 30-4 and not by PPM 40-6. Approval of the agreement by this office is, however, still required. In cases where individual relocations are complex and require alternate engineering studies or involve considerable engineering work of a highly technical nature, it is expected that, insofar as practicable, the procedures set out in PPM 40-6 and its supplements will be adopted and followed.

The aforementioned agreement has been reviewed and is approved in accordance with subparagraph 10 a(2) of PPM 30-4. This will satisfy the conditions in our March 13, 1963 memorandum requiring receipt and approval of a satisfactory consulting engineering agreement.

NOTED
LLOYD P. SHAW

NOTED
P. M. STEPHENSON

RECEIVED
APR 9 - 1963
FOR FILING

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

EBF-102 (11)

6217

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: April 5, 1963

FROM : A [illegible] Parsons, Division Engineer
Salem, Oregon

STEPHENSON

SUBJECT: Oregon Project EBF-102(11)
Dufur-Gap Section
The Dalles-California Highway

Reference is made to Laboratory Reports numbered 632988 and 632989, source of materials, White River, 3 miles south of Tygh Valley, samples taken at pit and plant. The reports indicate that the samples did not meet specification requirements. It is believed that these materials were being tested for suitability only and none were incorporated in the work.

You will recall that considerable difficulty was encountered during the construction of the Tygh Valley Section, Project F-102(7) with materials from this source. May we suggest that the covering correspondence on the latter project be reviewed with the thought in mind that similar special control methods be adopted to prevent repetition of the difficulties experienced last year?

Specifically, we refer to our letter dated February 28, 1962; your inter-office correspondence, L. R. Allen to Ivan Merchant, dated March 19, 1962; and F. B. Klaboe's letter of March 28, 1962 directed to this office.

RECEIVED
APR 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

ROBERT WELTY ENGINEERS

1501 BARGEWAY ROAD
P. O. BOX 377
THE DALLES, OREGON
503 CY 6-3804

March 26, 1963

Mr. James W. Damon
North-State Telephone Company
Box 38
Mt. Vernon, Oregon

Telephone Line Adjustments
Dufur - Gap Section
The Dalles - California Highway
Project EBF 102 (11)

Dear Mr. Damon:

This will acknowledge copies of letters of March 8 and March 22nd from Mr. T. W. Litchfield to you, and copy of your letter of March 11, 1963 to Mr. T. W. Litchfield.

The Bureau of Public Roads Policy and Procedure Memorandum No. PPM 40-6, as revised, provides in Section 4 that fees acceptable for consulting engineering services should be under a (1) lump sum payment, or (2) a cost per unit of work. It is agreeable to us that one of these methods be used for all work performed for you on State Highway Department telephone line relocation, the method optionally selected upon review of each job. The method and the amount estimated would then be included with the cost estimate of each job as submitted to the State Highway Department for approval prior to the performance of the line relocations.

In order to facilitate approval of the work on the Dufur - Gap Section, Project EBF 102 (11), I propose a lump sum fee, which I have excerpted from the revised estimate of February 18, 1963, of $883.62. For this price we will make all necessary estimates, do the necessary field lay-out work prior to construction, arrange for bid or contract negotiation for the work, and provide sufficient inspection to insure proper installation of the new facilities. Your concurrence should be indicated by your signature on the bottom of this letter, copy of which can then be forwarded to Mr. T. W. Litchfield to serve as proof of our agreement.

Very truly yours,

ROBERT WELTY ENGINEERS

Robert Welty

Robert Welty

Copies to:
[illegible] (1)
[illegible] (2)
Division II (1)
[illegible] (1)
R.U.E. (1)
[illegible]

Accounting (1)
U.L.E. (1)
4-16-63

RW:klm

Accepted by: NORTH-STATE TELEPHONE COMPANY

James W. Damon, President

NOTED
LLOYD P. SHAW

10 [illegible] 1963
Date

cc: Mr. T. W. Litchfield

RECEIVED
MAR 20 1963
FOR FILING

6317

477 Cottage Street, N. E.
Salem, Oregon

March 13, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By: D. R. Lovejoy
Acting District Engineer

Oregon Project EBF 102(11), Dufur-Gap Section
North State Telephone Company Utility Adjustment

Our memorandum dated January 7, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated January 10, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated February 9, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated February 21, 1963. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is approved. Mr. Litchfield's March 8, 1963 letter indicated that no extended service life is involved in the adjustment.

Our program memorandum dated December 4, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective March 7, 1963 in accordance with our previous verbal discussion. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

Federal reimbursement for engineering services is subject, however, to our receipt and approval of a satisfactory agreement between North-State Telephone Company and Robert Welty, Consulting Engineer.

RECEIVED
MAR 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
3-20-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 1 1963
FOR FILING

EBF 102 (11)

6217

477 Cottage Street, N. E.
Salem, Oregon

February 28, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.4-0

T. Dee
Assistant Division Engineer
Salem, Oregon

Consulting Engineering Agreement (Utility)
Oregon Project EBF 102(11), Dufur-Gap Section
Mr. Litchfield's February 4, 1963, letter

The agreement between North-State Telephone Company and Robert Welty covers extensive work, and while it probably would be appropriate, as between the parties, to include the proposed relocation necessitated by the highway we believe that preparation of a separate agreement therefor would be preferable.

We have not made a thorough review of the agreement, but noted that fees for some work are on a cost plus percentage basis and some on a percentage of construction costs, neither of which can be approved.

We believe that a separate agreement for the work for which Federal-aid will be requested can be relatively simple, and might take the form of a supplement, or incorporate appropriate portions of the existing agreement by reference.

RECEIVED
FEB 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Litchfield
copy To Young
3-1-63

NOTED
LLOYD P. SHAW

RECEIVED
FEB 28 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer   February 26, 1963
Salem, Oregon

~~T. Dee,~~ Assistant Division Engineer
08-35.4-DA   Salem, Oregon

Oregon Project EBF-102(11)
Dufur Gap Section, The Dalles-California Highway
Seeding and Mulching

Reference is made to your letter dated February 15, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

[illegible]
FEB 2 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attachment
2-28-63

NOTED
LLOYD P. SHAW

RECEIVED
FEB 25 1963

FOR FILING
EBF-102(11)

6217

477 Cottage Street, N. E.
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

February 19, 1963

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project EBF 102(11)
Dufur-Gap Section
City of Dufur Water Line Utility Adjustment

Our February 12, 1963 memorandum authorized you to proceed with actual adjustments for the above-mentioned city-owned utility adjustments within city limits effective on February 5, 1963. Inadvertently, we overlooked the fact that a portion of the adjustment is located on private property outside of the city limits.

You are also authorized to proceed with the actual adjustments for the above-mentioned city-owned utility adjustments located on private property outside of the city limits effective on February 5, 1963 subject to the provisions of our February 12, 1963 memorandum.

RECEIVED
FEB 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
2-25-63

NOTED
LLOYD P. SHAW

RECEIVED
FEB 18 1963
FOR FILING

ERF-[illegible](11)

[illegible]

February 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Dufur-Gap Section of The Dalles-California Highway in Wasco County, Contract No. 6217, in connection with Federal-Aid Project No. ERF-102(11). This is as covered in the Special Provisions of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
FEB 18 1963

FOR FILING
EBF-102(11)

February 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 224-238, covering seeding and mulching on the Dufur-Gap Section of The Dalles-California Highway in Wasco County, Contract No. 6217, in connection with Federal Aid Project No. EBF-102(11).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $3,800.00, with Federal participation of $2,280.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By JAN
L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
FEB 18 1963
FOR FILING

February 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering construction signing on the Dufur-Gap Section of The Dalles-California Highway in Wasco County, Contract No. 6217, in connection with Federal-Aid Project No. EBF-102(11).

This work is necessary for the direction and guidance of traffic during construction. It does not include lights, warning signs and barricades normally required of the contractor for the protection and safety of traffic and workmen.

This was an anticipated item of the contract and funds are included in the Project Authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H.

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
FEB 15 1963

FOR FILING

477 Cottage Street, N. E.
Salem, Oregon

February 12, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project EBF 102(11), Dufur-Gap Section
City of Dufur Water Line Utility Adjustment

Our memorandum dated January 7, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above-mentioned City and the State Highway Commission dated January 31, 1963 covering utility adjustments and traffic control measures was approved by this office on February 4, 1963. We now approve your Staff Attorney's January 9, 1963 letter and the plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Young's letter dated February 5, 1963. Since the City is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is approved. Our January 15, 1963 memorandum approved the use of a consulting engineer by the City.

Our program memorandum dated December 4, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned city-owned utility adjustments effective on February 5, 1963 in accordance with our previous verbal discussion. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

original To Young
2-15-63

RECEIVED
FEB 13 1963

FOR FILING

EBI [illegible]

6217

February 11, 1963

Oregon State Highway Commission

Gentlemen:

Your approval is requested for the establishment of a 35-mile-per-hour construction speed zone on the following portions of The Dalles-California Highway, No. 4, in Wasco County:

From M.P. 15.4 to M.P. 16.3 (the north city limits of Dufur)

From M.P. 17.3 (the south city limits of Dufur) to M.P. 20.0

This restriction was placed in effect at 8:00 a.m., February 6, 1963.

This matter will be on the agenda for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Lloyd P. Shaw
Victor D. Wolfe
F. B. Crandall

VPJ:pk bbc

RECEIVED
FEB 13 1963

FOR FILING
EBF-102(11)
[illegible]

477 Cottage Street, N. E.
Salem, Oregon

February 8, 1963

Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

By: C. R. Brooks
District Engineer

Oregon Project EBF-102(11), Dufur-Gap Section Pacific Power & Light Company Utility Adjustment

Our memorandum dated January 7, 1963 approved the PS&E documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated January 9, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated January 30, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated February 5, 1963. Reimbursement on an agreed lump sum basis of $665.06 is approved. This is $10.00 less than that requested by the utility company. The highway crossing permit fee is not considered to be eligible for Federal participation.

Our program memorandum dated December 4, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on February 5, 1963. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
[illegible] 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
2-13-63

NOTED
LLOYD P. SHAW

RECEIVED
FEB 8 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]
6211 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 6, 1963

Mr. Holly Holcomb, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

Effective 8:00 a.m., February 6, permission was granted for the establishment of 35 MPH construction speed zones on The Dalles-California Highway, No. 4, in Wasco County in the following sections:

M.P. 15.4 to M.P. 16.3 (the north city limits of Dufur)

M.P. 17.3 (the south city limits of Dufur) to M.P. 20.0

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By
for E. B. Crandall
Traffic Engineer

pk
bc: Tom Edwards

RECEIVED
FEB 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

RECEIVED
FEB 20 1963

FOR FILING

[illegible]

[illegible]

N.O.A.
Jan. 31, 1963

Salem, Oregon
February 4, 1963

Throughway Agreement
Dufur-Gap Section
The Dalles-California Highway
Wasco County

Mr. H. S. Cox
County and City Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a partially signed copy of a throughway agreement with Wasco County covering the Dufur-Gap Section of The Dalles-California Highway in Wasco County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Wasco County.

Secretary

rn
Attach: 1

RECEIVED
FEB 20 1963

FOR FILING

EBF-193(11)

6217

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

NOA
Jan. 31, 1963

Salem, Oregon
February 4, 1963

Throughway Agreement
Dufur-Gap Section
The Dalles-California Hwy.
City of Dufur

Mr. H. S. Cox
County and City Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a partially signed copy of a throughway agreement with the City of Dufur covering the Dufur-Gap Section of The Dalles-California Highway in the City of Dufur.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Dufur Oregon.

Secretary

ru
Attach: 1

9

RECEIVED
FEB 1 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 31, 1963

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on January 31, 1963, awarded to you State Highway Contract No. 6717 for the following project:

Grading, paving and structures on the Dufur-Gap Section of The Dalles-California Highway in Wasco County

This award was based on your low bid of $959,658.50 which was submitted to the Commission on January 29, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. M. Young
R. G. Savage (STAC)
I. D. Merchant

RECEIVED
FEB 4 - 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

January 31, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project EBF-102(11)
Dufur-Gap Section
Grading, paving and structures

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6217 to Rogers Construction Co. of Portland, Oregon, low bidder in the amount of $959,659.50 at the January 29, 1963 bid opening.

Mr. Litchfield's January 15, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our January 7, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

Although all rights of way or rights of entry have been acquired, we understand, from Mr. Young's letter, that a portion of the property at Station 720+00, R. W. File No. 35077, consisting of a cattle feed shed, will not be available to the contractor until on or about April 1, 1963. At this time, the owner will remove the shed from the right of way. Inasmuch as the parcel is not in its entirety available for occupancy by the contractor we can concur in award only on the basis of a finding in the public interest as required by paragraph 9e of PPM 21-6.3.

We believe that allowing the owner to retain possession of the cattle feed shed is in the public interest. There is an urgent need to advance this project to the physical construction stage to avoid loss of valuable time during the 1963 construction season which begins about the first of March. The inability to occupy and use the above-mentioned portion of right of way will not seriously interfere with prosecution of the construction work on substantially all of the project in an economical and orderly manner. The contractor should not require the use of the property until the new bridge at Station 721+00 is completed. It is also understood that the cost of acquisition of the property was reduced by allowing the owner to retain ownership of the cattle feed shed and remove it from the right of way by April 1, 1963.

NOTED
LLOYD P. SHAW

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
2-4-63

RECEIVED
FEB 18 1963

UNITED STATES GOVERNMENT

Memorandum

EBF-102(11)

63.17

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: January 21, 1963

FROM : A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

SUBJECT: Oregon Project EBF-102(11)
Dufur-Gap Section
The Dalles-California Highway
Utility Readjustment, City of Dufur

Our memorandum of January 15, 1963, approved the use of a consulting engineer by the City of Dufur in connection with a water line relocation on the subject project.

We wish to call your attention to our December 7, 1962, memorandum on "Utility Agreements, Use of Consulting Engineers". You were advised that our approval of utility engineering work by consultants will require the review of the agreements, whether they are continuing or individual, and their conformity to PPM 40-6. Inasmuch as we overlooked requesting the agreement on the subject project before the approval was given, we will not now require you to submit the agreement for our approval. We would appreciate, however, receiving three copies of the agreement between the City of Dufur and Tenneson Engineering Corporation for our files and distribution.

On all future requests for approval of the use of consulting engineers in connection with utility adjustments, three copies of the agreement between the engineer and utility should be submitted for review and approval.

RECEIVED
JAN 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

9

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JAN 21 1963
FOR FILING

[illegible]

[illegible]

477 Cottage Street N.E.
Salem, Oregon

January 15, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project EBF-102(11)
Dufur-Gap Section, The Dalles-California Highway
Utility Readjustment, City of Dufur

Reference is made to your letter dated January 10, 1963.

There is no objection to the City of Dufur's employment of consulting engineering service provided that all work is performed in accordance with the requirements of FPM 30-4.

NOTED
LLOYD P. SHAW

RECEIVED
JAN 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
1-21-63

RECEIVED
JAN 16 1963

FOR FILING

EBF-102(11)

2-19

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 14, 1963

Attention: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project EBF-102(11)
Dufur Gap Section
Grading, Paving and Structures

Reference is made to Mr. Lloyd P. Shaw's Revision Letter No. 2 advising prospective bidders of an addition to the special provisions in which it is stated that additional time will be required for removal of a barn and appurtenances located at Station 720 on the above project.

If removal of the barn cannot be accomplished by an earlier date, we assume that prior to requesting concurrence in award of contract, you will furnish the statement required by subparagraph 9e(3) of Policy and Procedure Memorandum 21-6.3, one of the conditions to be met before the provisions of paragraph 9d may be waived in special cases.

original To Young
1-16 63

NOTED
LLOYD P. SHAW

2

RECEIVED
JAN 11 1963
FOR FILING

EBF-102(11)

2-17

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 7, 1963

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project EBF-102(11)
Dufur - Gap Section
Grading, Paving and Structures

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's January 3, 1963 letter except for 1 parcel on which negotiations are in progress or condemnation suit will be filed with the expectation that this parcel will be made available for occupancy and contractor's use prior to award and that relocation advisory assistance was not required. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

The authorization granted hereunder is subject to the mutual understanding and agreement, (a) that payments of Federal funds for the project that the Bureau of Public Roads may be required to make the State, shall be made at times and in amounts and upon the basis of funds available therefor out of Highway Trust Fund revenues, as determined by the Bureau of Public Roads; (b) that any deferment of payment of Federal funds therefor shall not impose upon the Federal Government a liability for any penalty, interest or other cost attributable to the deferment, and (c) that any increase in the cost of the project to the State resulting from or incurred by reason of such deferment shall be borne in its entirety by the State and shall not be subject to reimbursement, in whole or in part, by the Federal Government.

For the prestressing reinforcement on the Fifteen Mile Creek Bridge, the use of 7/16" or 1/2" diameter, 7-wire strands with ultimate stress of 270 k.s.i. is approved as an alternate for this specific project.

We agree that the schedule of liquidated damages specified in PPM 21-7.1 dated November 26, 1962, which is included as an additional special provision, will be the basis of Federal participation in project costs

NOTED
LLOYD P. SHAW

original To Young
1-11-63

in the event the contractor fails to complete the contract within the contract time.

Traffic control measures and provisions regarding utility relocations in your December 3, 1962 draft of an agreement with the city of Dufur are considered to be satisfactory. Copies of the agreement should be furnished for our approval after the necessary signatures are obtained.

Your December 31, 1962 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
JAN 18 1963
FOR FILING

Forrest Cooper

STATE HIGHWAY COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

EBE 103(11)

10217

January 3, 1963

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

COPY

Dear Sir:

Right of Way Status
Dufur-Cap: Grading, Rock, and The Structures
The Dalles - California Highway
Wasco County

All rights of way have been obtained for this project except for the following file which is in the condemnation process:

File No. 35017 - Barnett $11,600

The filing of a suit on this parcel has been delayed due to the discovery of a split in ownership. A full and complete negotiation has been made and is fruitless. We expect to have completed filing of a condemnation suit prior to the date of bid opening.

No property improvements are situated upon the parcel under condemnation. All right of way on the project is clear and available for immediate occupancy by the contractor. No displacements of families, businesses, or farms occurred as a result of this project.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter F. Wright
Right of Way Engineer

WFW:sm

cc Forrest Cooper
L. H. Young
L. I. Lindas
Ted Dee
A. F. Boster

RECEIVED
JAN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 2 1963
FOR FILING

FAF-102(1)

(2)27

2

January 2, 1963

Honorable James A. Hunt
County Judge
Wasco County Courthouse
The Dalles, Oregon

Dear Judge Hunt:

In response to your recent request, we have investigated a line revision south of Dufur in an effort to miss the Roy P. Barnet barn.

The only possible way we could miss Mr. Barnet's barn would create an inferior grade line and would also add considerable cost to our project. The cost of both the grading and structural work would be increased to a point where we could not consider such a change.

I feel certain that adjustments can be worked out with Mr. Barnet that would be satisfactory to both parties when right-of-way negotiations are in progress.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

DJB:jd bbc

FORM E-30 50M 5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1962

SUBJECT: Dufur-Gap
The Dalles-California Highway

To:
Mr. Forrest Cooper
State Highway Engineer
BUILDING

Attached is a suggested rough draft of a letter to Judge Hunt, Wasco County, regarding his request that we investigate a line revision south of Dufur on the Dufur-Gap Section of The Dalles-California Highway in an effort to miss a barn on the Roy P. Barnet property.

F. D. Morgan
Construction Engineer

By Barbee

D. J. Barbee
Asst. Construction Engineer

4/1

DJB:jd

Attachment

RECEIVED
JAN 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 5 1962
FOR FILING
EBF-102(11)
317

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 4, 1962

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Federal-aid Primary Program
Oregon Bond Issue Projects

The addition of one project to the captioned program, submitted by Mr. Young's November 16, 1962 letter is approved effective this date. This Stage 2 project provides for construction on 3.47 miles at a total estimated cost of $1,270,000 with no Federal funds requested at this time.

Item	Project	Location	Work
116	EBF-102(11)	Dufur-Gap	Grade, pave, two structures

You may proceed with the preparatory work for utility relocations in accordance with paragraph 3b(3) of IM 30-3-61, effective this date. It is understood that this project will be eligible for future participation in available Federal-aid primary funds, restricted by the availability of Trust Fund reserve following compliance with Section 122 of Title 23, U.S.C. It is understood further that no Federal funds are committed at this time and the project is to be administered and financed as provided in PPM 21-9.

RECEIVED
DEC 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
12-5-62

NOTED
R. L. PORTER

RECEIVED
DEC 13 1962
FOR FILING

EAF-162 (1)

6217

NOA
11-20-62

November 30, 1962

Mrs. Margaret Slusher
City Recorder
City Hall
Dufur, Oregon

Dear Mrs. Slusher:

Attached for your records is a copy of "Throughways and Right of Access Resolution No. 18", adopted by the Oregon State Highway Commission on November 20, 1962, establishing the Dufur-Gap Section of The Dalles-California Highway in Wasco County as a throughway.

Please bring this resolution to the attention of the City Council.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc: Hon. George B. Hood
Mayor of Dufur
City Hall
Dufur, Oregon

RECEIVED
NOV 21 1962

FOR FILING

FORM 2-30X—50M—11-61—40231

ERF 102(11)

6317

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1962

SUBJECT: Access Points
Dufur Gap Section
The Dalles-California
Highway
Wasco County

To: Mr. R. L. Porter
Assistant State Highway Engineer

Office

Attached is a Right of Way map upon which are shown the locations of the points of access which we plan to allow the various adjacent owners on the above project.

These points have been determined by field inspection conducted by our Right of Way people in conjunction with the Resident Engineer, and have been determined to be the minimum necessary to adequately serve the owners' remaining property. All points of access have been approved by the Division Engineer.

File numbers, names of owners, stations of access, and widths are as follow:

File Number	Name	Engineer's Station	Side of Highway	Width
35072	Hanna, Walter C.	633+00	Easterly	25 Ft.
		633+00	Farm Crossing	70 Ft.
35077	Barnett, Roy P. and Lola E.	693+00	Both	25 Ft.
		717+55	Westerly	25 Ft.
		723+10	Westerly	25 Ft.
		723+10	Farm Crossing	
35078	Nye, Chester	792+97	Easterly	25 Ft.
35079	Hunt, James and Mary	797+00	Easterly	25 Ft.
		797+45	Westerly	25 Ft.

It is recommended that this line be appraised and negotiated on the above basis.

L. I. LINDAS
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

APPROVED:

R. L. Porter
R. L. Porter

NOTED
R. L. PORTER

original To Wright - with attachments - 11-21-62

RECEIVED
JAN 16 1963

FOR FILING
EBF-102(1)

6217

November 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are enclosing program data for one project, Item 116, which we desire to have included in the Bond-Financed Federal-Aid Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWM:bb

Enc.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	FEDERAL-AID PR (PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 197 Dufur S. 3.5 Mi. 21 65	**ADT**	PRESENT 800	FUTURE 1,500 (66) (70)	YEAR 80 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., High-Type Pave., 2 Bridges 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Bond-Financed Primary	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID 4

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		US 197 Dufur S. 3.5 Mi. (Dufur-Gap Section)			
5					**ROW**					
5					**CONST** (CODE)			3.47	1,270,000	800,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	3.47	1,270,000	800,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 800	FUTURE 1,500 (66) (70)	YEAR 80 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 001 (4) (9)	ITEM NO. 116 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) EBF- 14 23	NUMBER 102(11) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

imary

COUNTY NAME: Wasco CODE: 065 (14) (16)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO.: FEDERAL-AID 4 (32) STATE (36) (37) U.S. 197 (41)

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Gr., Dr., High-Type Pave., 2 Bridges (Two 12' lanes high-type pave. with 8' shoulders, climbing lane as required. One bridge, length 246', H.C. 30', one bridge, length 120', H.C. 40')
3.47	1,270,000	800,000	470,000		ROW-200' Normal; Access Control-Partial Park. Restrictions-None; Utilities - Adjustments required incl. prep. work.
3.47	1,270,000	800,000	470,000		
	(16) (23)	(24) (33)			

REMARKS

Additional Data - See Item 358, Project F-105(2)

USCOMM DUSCOMM-DC 48905-P61

DUFUR-GAP SECTION

PROJECT NO. EBF-102(11)

Existing Facility

Roadway: Two 9' bituminous surfaces with 5' shoulders. The alignment is substandard with sharp reversing curvature and is inadequate for present requirements.

Structures: Bridge over Fifteen Mile Creek, length 48', RCMB spans, H.C. 22', H-15.

Bridge over Pine Hollow Creek, length 57', FT spans, H.C. 24'8", H-23.

Adjacent Sections

North End: Connects with Project EBF-102(10) currently under construction.

South End: Location only with temporary connection with existing 18' bituminous surface with 5' shoulders.

Project Data

Roadwork: Grade and drain, two 12' lanes high-type pavement with 8' shoulders, climbing lanes on sections of heavy grades.

Structures: Concrete bridges over Fifteen Mile Creek, length 246' and over Hollow Creek, length 120'.

System Action, Airports, Railroads, Water Development - None involved.

Public Hearing - Held July 31, 1962.

RECEIVED
FORM E-123X 100M 4-61
OCT 2 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

[illegible]

6217

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 26, 1962

Mrs. Frank Brown
Dufur
Oregon

Dear Mrs. Brown:

You appeared before the Highway Commission at its meeting of August 9, 1962, requesting that the Commission adopt a route for The Dalles-California Highway which would bypass the main part of Dufur.

At its meeting on September 20 in Burns, the route of the highway as it concerns Dufur was again considered. The Commission adopted a survey for this section which will bypass Dufur for a short distance.

Yours very truly,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

CC Mr. Forrest Cooper
Mr. R. L. Porter

Porter asked that we notify
Mrs Brown & Mrs. Patterson
76

RECEIVED
OCT 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
SEP 20 1962
FOR FILING

Survey Read 258

September 17, 1962

Oregon State Highway Commission

Gentlemen:

A short time ago, a public hearing was held in Dufur, which had to do with the modernization of The Dalles-California Highway by or through that community.

Two schemes were discussed; one more or less following the existing highway through the business area and the other a bypass route that would lie easterly of the town. Both schemes are in close proximity to the existing highway southerly of town.

Costwise, there is little to choose between the two possibilities and local sentiment is somewhat divided. It is my opinion, however, that the bypass route will provide a superior over-all facility, will relieve the business section of Dufur of considerable traffic congestion, and, from the over-all picture, is the most favorable plan.

It is my recommendation that you approve the survey of the so-called bypass route and authorize the acquisition of right of way.

The section, on which we are requesting approval, is 3.6 miles in length and will cost approximately $1,280,000. This section can be constructed with bond funds and can be placed under contract as soon as the necessary right of way is acquired. A sketch map depicting the survey is attached.

This matter will be on the agenda for consideration at the September 20 meeting.

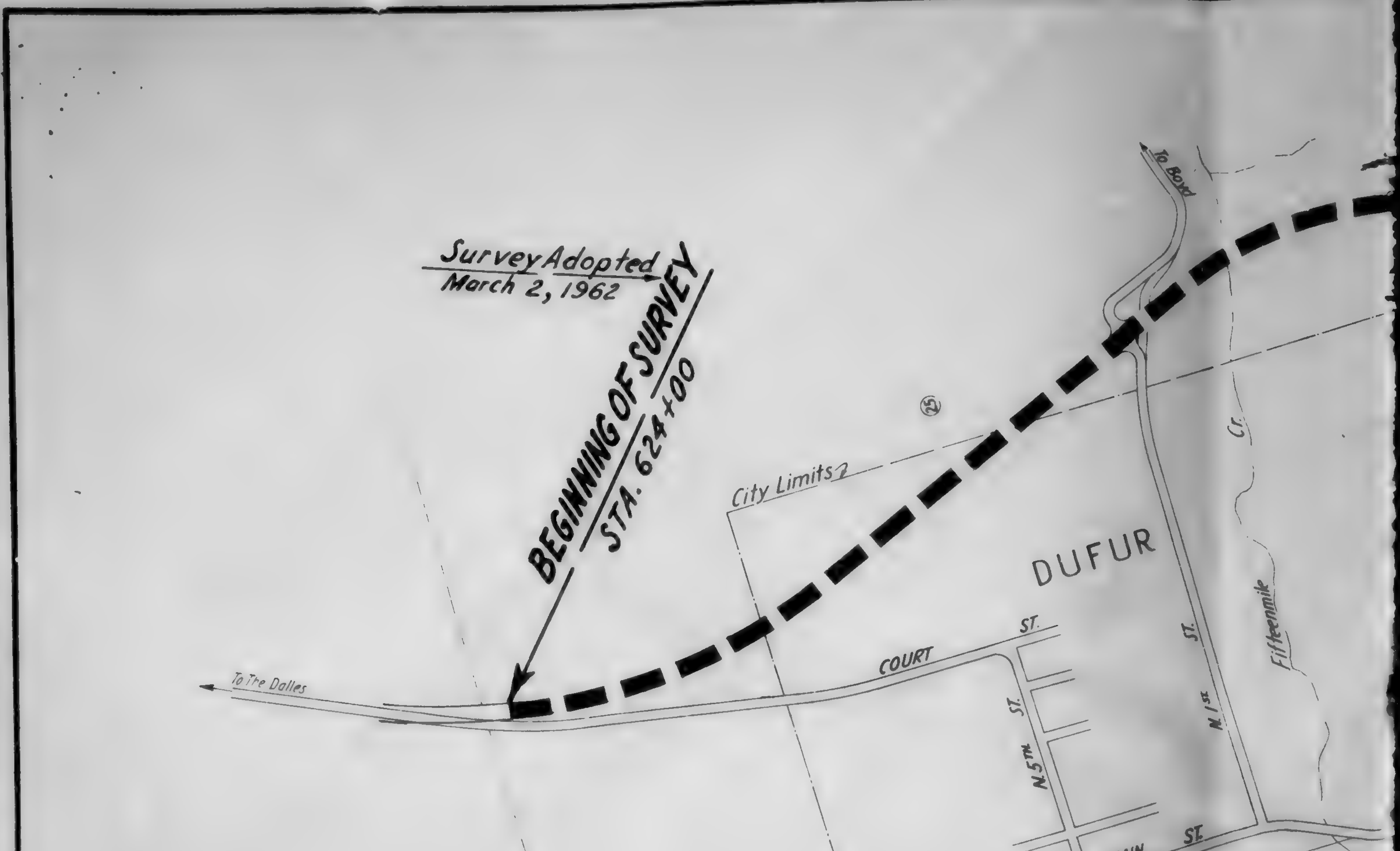
Very truly yours,

Forrest Cooper
State Highway Engineer

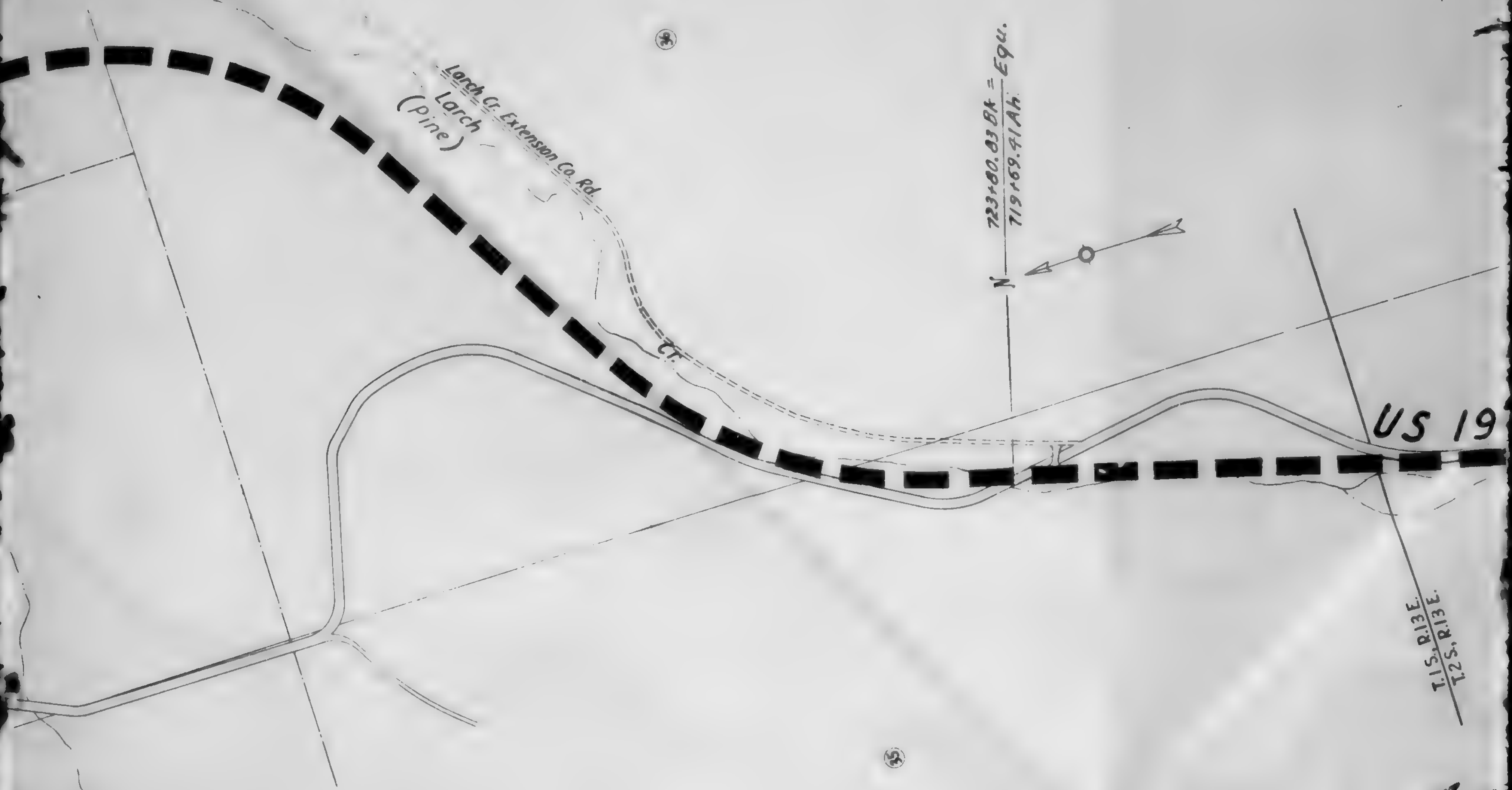
RLP:ajw fn

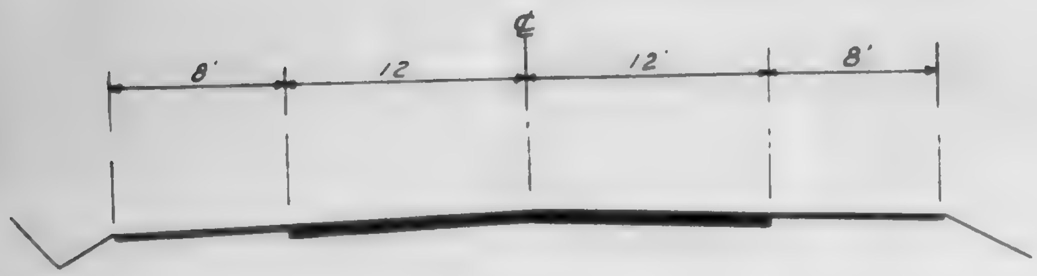
Encl.

cc Floyd Query
G. S. Paxson
K. L. Porter
Victor D. Wolfe
F. D. Morgan
W. T. Wright


Survey Adopted
March 2, 1962
BEGINNING OF SURVEY
STA. 624+00
To The Dalles
City Limits
㉕
To Boyd
DUFUR
COURT ST.
N. 5TH ST.
N. 1ST ST.
MAIN ST.
Fifteenmile Cr.

3.60 Mi.





TYPICAL SECTION

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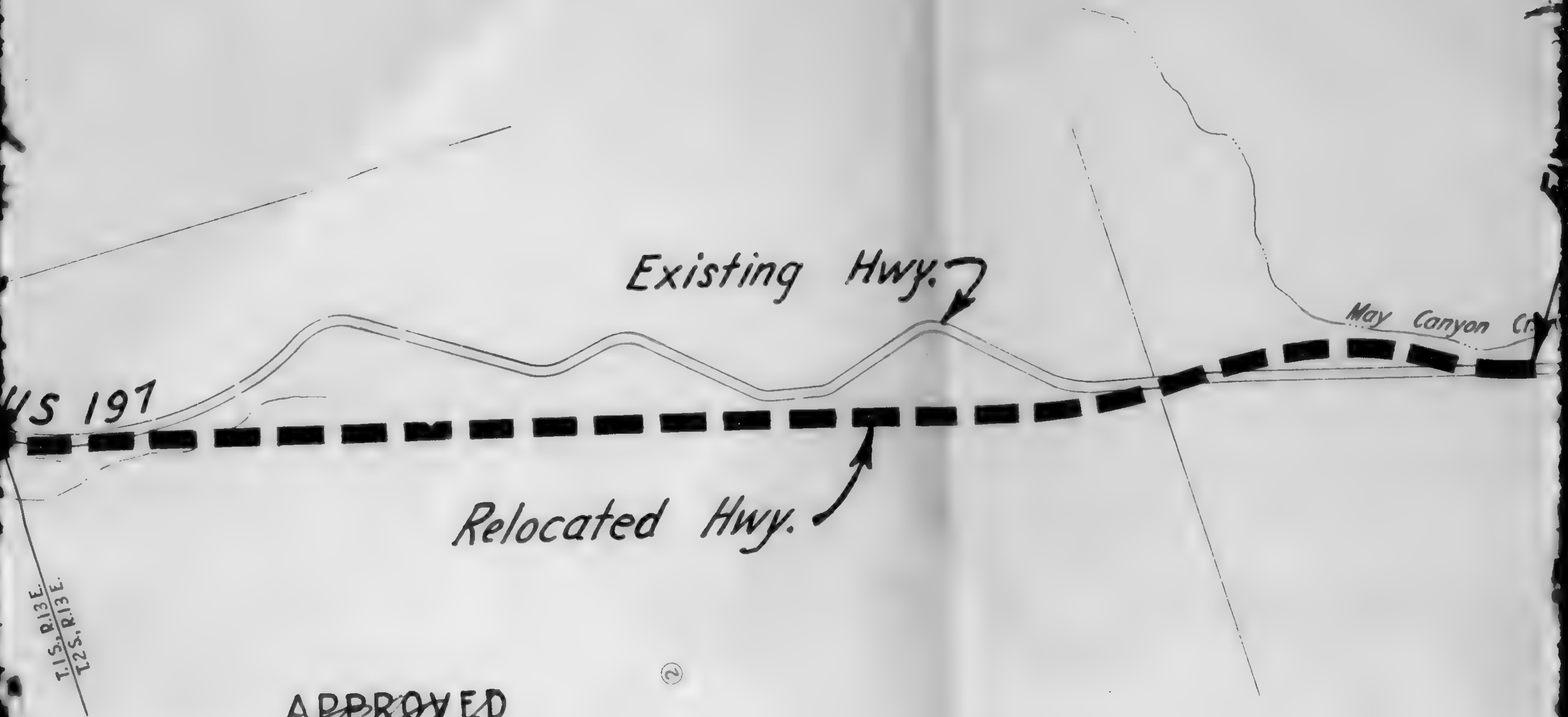


APPROVED

Ass't ~~DEPUTY~~ STATE HIGHWAY ENGINEER

SEP 14 1962

Date: _______________

Public Hearing _July 31, 1962_

System Action

County _None required_

State Highway Commission _None required_

Bureau of Public Roads _None required_

Throughway Resolution _None required_

Access Control _Limited_

OREGON STATE HIGHWAY D

Survey Approval M

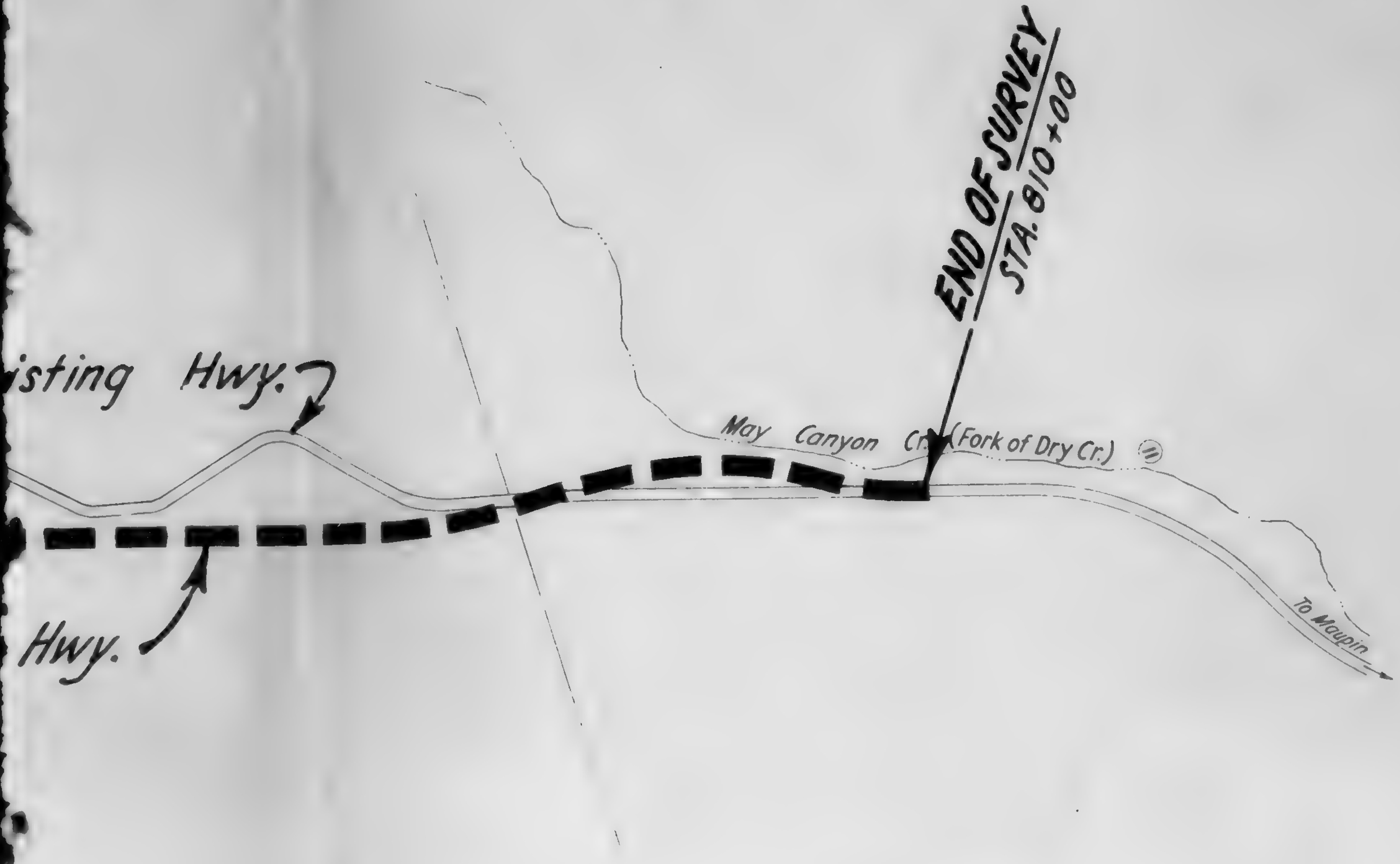
DUFUR-GAP S

THE DALLES-CALIFORN

WASCO COUNT

Scale: 1" = 800'   A

DRG. NO. 10C-



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

DUFUR-GAP SECTION

THE DALLES-CALLFORNIA HIGHWAY

WASCO COUNTY

Scale: 1" = 800'   Aug., 1962

DRG. NO. 10C-41-17

RECEIVED
AUG 20 1962
FOR FILING
[illegible]
[illegible]

August 17, 1962

Oregon State Highway Commission

Gentlemen.

As a matter of information, we have received two petitions in connection with the routing of Highway 197 in the vicinity of Dufur.

One petition contains 251 names favoring bypassing the town of Dufur and the second petition contains 128 signatures favoring the route through town. It is interesting to note that 10 of the petitioners signed for both routes.

These petitions are being handed to the Secretary for filing.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC fn

Floyd Query
cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

Dufur, Oregon
August 6, 1962

PETITION

TO: The Honorable Oregon State Highway Commission
State Highway Building
Salem, Oregon

We, the undersigned, do respectfully request and urge the Oregon State Highway Commission to retain the present location of The Dalles-California Highway, Highway No. 197, through the main street of the City of Dufur, Oregon. The undersigned are of the opinion that said route is the most economical and feasible.

Walter L Hanna
[illegible]
Daylene Parke
Leonard Taylor
Pelagie M. Morrison
Ella Taylor
Leon R. Morrison
x Judie Patrick
x Virgines Patrick
[illegible] Wood
Bernadine Dietrich
Ione Wright
Helen Segura
[illegible]
Catherine Hertel
Vera L. Taylor
Beverlee Reed
Leonard A Wright
Geo. R. Grossmiller
x Daisy Temple

W P Harriman
M L Prechtel
Eldon D [illegible]
Lee D Reed
Virgil Thompson
Judith L. Sigman
Wanda L Prechtel
Marcia Underhill
Carl Vader
James E. Atkins
[illegible]
[illegible]
C. H. Strafford
[illegible]
Wm L. Woodcock
May Frantz
Dan Frances
[illegible]
[illegible]
[illegible]
[illegible]

Views Expressed On By-Pass For US 197 in Dufur

Nearly 100 persons attended a Oregon Highway Dept. public hearing Tuesday in Dufur on a proposed by-pass section around the city for modernized US 197, and saw downtown business people and others generally on opposite sides of the fence.

Business people wanted to keep traffic routed through the city's business district; highway users and others generally appeared to favor the proposal for the by-pass, which would reroute traffic but keep the city easy of access.

The proposal for construction of the by-pass section of US 197 along the east side of Dufur included an alternate for use of the present highway through the city, which would prohibit all parking on Dufur city streets downtown.

Spokesman for The Dalles Chamber of Commerce was President George (Bun) Stadelman.

At its special meeting Monday, Chamber Board members held the modernization should go forward as rapidly as possible and on the highest possible standards for a modern highway advanced by the Highway Dept.

A number of Dufur business people testified at the hearing they wanted the route to be on the Dufur main street because of an advantage they felt would result from tourist travel through town, and this view was presented in behalf of the Chamber by President Gil Hertel.

However, sentiment for a by-pass was expressed in behalf of mothers, who opposed truck and heavy traffic on downtown and residential streets, and business man Bob DePriest indicated he felt community needs would best be served by a by-pass section.

Speaking for a by-pass were a number of highway users, including Ursus Brock of The Dalles Lumber & Mfg. Co. who favored a by-pass for movement of logging trucks from the central part of Wasco County to its mill in The Dalles, and Verl W. Sewell, supt. of J. H. Baxter Co. which plans to truck poles to its processing plant in The Dalles from areas beyond Dufur with completion of the modernized highway route.

Also speaking in behalf of the by-pass was Fred Ashley, Tygh Valley section, who will use the new route for logging trucks. Don McLucas of Maupin, operator of a motel, said he felt business interests in Dufur would not be harmed by the proposed by-pass which would speed movement of traffic but make it convenient for passenger traffic to stop in the business district for service.

The highway dept. will present the testimony offered at the hearing for final action by the commission.

RECEIVED
AUG 23 1962

FOR FILING
E.K.F.-12-3(1)
/ 6217

August 15, 1962

Mr. G. A. Douglass
Dufur Garage
Dufur, Oregon

Dear Guy:

I have your letter of August 13 and also your letter addressed to the Highway Commission on the subject of routing of Highway 197 in Dufur. I will see that your letter is placed in the hands of the Commission along with other data accumulated re the routing.

I have no comment to make except to tell you that the Commission will have to sort out all of the pros and cons and make its decision.

Didn't have enough steam left in the boilers to get up to the Pioneer Picnic this year but will try and get to the next one which I understand will be held in Portland.

Mother is not able to travel anymore, having just passed her 91st birthday. She does, however, keep pretty good track of everyone whom she knows and maintains a keen interest in the events and people.

Kindest personal regards,

Forrest Cooper
State Highway Engineer

FC:fn

FARM IMPLEMENTS IMPLEMENT REPAIRS

DUFUR GARAGE

General Garage Service • Repairing and Welding

DUFUR — OREGON

G. A. DOUGLASS TELEPHONE 19

August 13th.1962

Mr. Forrest Cooper.
State Highway Engineer.
Salem, Oregon.

Dear Forrest:

You will no doubt be surprised to hear from me but I am sending along herewith, a letter to the Oregon State Highway Commission regarding the relocation of highway NO. 197 and trust that you will see that it reaches the proper channels.

We missed you at the old pioneers picnic in July. all of your family were present. except you and your mother. I hope I may have the pleasure of seeing and visiting with some of these days.

With kindest personal regards to you and yours, I remain

Very Truly Yours,

G.A. Douglass
G. A. (GUY) Douglass

NOTED
FORREST COOPER

RECEIVED
AUG 11 1962
OREGON
STATE HIGHWAY COMMISSION

FARM IMPLEMENTS IMPLEMENT REPAIRS

DUFUR GARAGE

General Garage Service • Repairing and Welding

DUFUR — OREGON

G. A. DOUGLASS TELEPHONE 19

August 13th, 1962

Mr. Forrest Cooper.
State Highway Engineer.
Salem, Oregon.

Dear Forrest:

You will no doubt be surprised to hear from me but I am sending along herewith, a letter to the Oregon State Highway Commission regarding the relocation of highway NO. 197 and trust that you will see that it reaches the proper channels.

We missed you at the old pioneers picnic in July, all of your family were present, except you and your mother. I hope I may have the pleasure of seeing and visiting with some of these days.

With kindest personal regards to you and yours, I remain

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G.A. Douglass
G. A. (GUY) Douglass

NOTED
FORREST COOPER

RECEIVED
AUG 14 1962
OREGON
STATE HIGHWAY COMMISSION

FARM IMPLEMENTS IMPLEMENT REPAIRS

DUFUR GARAGE

General Garage Service • Repairing and Welding

DUFUR — OREGON

G. A. DOUGLASS TELEPHONE 19

August 13th,1962

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

I would like to submit the following items for your kind consideration in connection with the new highway NO. 197 being left on the Main Street of Dufur, this route also being known as the green line.

1-I feel that if the highway by-passes Dufur that it will be an ecconomic blow, from which we would never recover, because a considerable amount of our business comes from so called tourist travel-some places as much as 40%.

2-Our Main Street is wider than the bridges on the new Eight Mile-The Dalles bridge junction section of the new highway and the Main Street section would be but very little longer than the bridges and approaches on the new section, so that there would be a restricted area of two lanes of traffic for a distance very little longer that that which already exists on the new section from Eight Mile to the bridge junction or for approximately 1000 feet.

3-I believe this main street would carry all the traffic that this route will have for many, many years to come. I have been in business on this main street for over 37 years and fail to see how or when the traffic will be so heavy as to be dangerous or over crowded. I would suggest that the Highway Commission send an observer here for a week or so and they will readily see that we do not have any over crowding or parking problem. In fact I expect the traffic to fall off on route NO. 197 as soon as the bridge at Biggs junction is opened to travel.

4-The safety angle has been played up fully, with a great deal of exaggeration, in my opinion, with the new highway going down Main Street it would not be as dangerous as the existing highway, because the school children would only be required to cross the highway, whereas as it now exists, they walk the full length of the highway from Main Street along Fifth Street to the school house, intermingling with all the traffic. To date we have never had an accident.

5-Many people have been led to believe that there would be a ban on all parking on Main Street with the new highway, which is wrong, because I believe that Mr. Victor Wolfe made the statement at the public hearing held July 31st,1962, that the Main Street route would afford 2-12 foot traffic lanes plus an 8 foot parking strip on each side, inside town.

6-Some testimony at the public hearing stated that it would be impossible to haul long loads over the new highway along Main Street, which dont make sense, because any load that can make the turns from The Dalles Bridge juntion to Eight Mile, can easily negotiate the green line section, because there will be no curves as sharp as now exist on the present new section. A great many log and grain trucks still use the old road from Eight Mile to The Dalles, be cause the new road is to steep, thus making it very hard on brakes and motors.

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8-15-62

FARM IMPLEMENTS IMPLEMENT REPAIRS

DUFUR GARAGE

General Garage Service • Repairing and Welding

DUFUR — OREGON

G. A. DOUGLASS TELEPHONE 19

7-Mr. Urness Brock testified to the great amount of timber to be taken from this area to The Dalles, which I believe to be greatly exaggerated, because nearly all of this area has been logged off many years ago.

8-Mr. Fred Ashley testified at the hearing, that Tygh Valley had not been hurt because of the highway by-passing it. How could he possibly know how much Tygh Valley would be hurt when the section near Tygh Valley is still under construction and never opened to travel yet?

9-as you no doubt know by this time, there has been two petitions circulated and presented to you, one favoring the red line and the other favoring the green line. I was one of those, who circulated the one favoring the green line and we tried to keep it confined to the Dufur community alone, as we feel that it is more or less our own problem. The petition favoring the red line was circulated principally by Mrs. Frank Brown and Mrs. C. W. Patterson, whom we are told m misrepresented the issue by telling some of their signers that all parking would be prohibited on Main Street and that the West side of Main Street would have to be cut back anywhere from 12 to 20 feet. Many of their signers were angry, when told the truth and signed both petitions. This accounts for some of the same signatures appearing on both petitions. It is easy to understand the attitude of both Mrs. Brown and Mrs. Patterson as both have property, which will be more or less effected if the green line is chosen, but by the same token there are others, who have property that will be effected if the red line is selected. It is my sincere belief that if their property were not involved by the green line route, that they would be very little concerned where the highway went.

10-I believe that where First street intersects the proposed red line near the Dufur elevator, it would make a very dangerous intersection and possibly the scene of many accidents, especially during grain hauling season.

11-It may be the policy of the Highway Commission to by pass all towns possible, when constructing new highawys and I can see their reason for this on freeways, but this is a secondary highway and I would like to see the same consideration given the green line running thru the Main Street of Dufur as has been given Wasco, Moro, Grass Valley, Madras and others, where the highway runs thru the main street.

Very Truly Yours,

G A Douglass

G. A. (Guy) Douglass

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AUG 15 1962
FOR FILING
EBF-15(N)
319

August 14, 1962

Mrs. Frank Brown
Dufur
Oregon

Mrs. C. W. Patterson
Dufur
Oregon

Dear Mrs. Brown and Mrs. Patterson:

During your appearance at the Highway Commission meeting on August 9, Commissioner Fridley asked that I furnish you details of the construction on the proposed Dufur bypass as it affects access to the grain elevators and to the road leading to Boyd.

There has been some conversation that a grade separation, in connection with the proposed Fifteenmile bridge, should be considered. This does not appear to be entirely feasible because there is not enough verticle clearance at the proposed bridge site to accommodate an underpass. If such a separation was constructed, it would require the grade line of the proposed highway be raised to a point where substantial cost increases would result. It seems the most practical plan would be to construct a grade intersection immediately west of the elevators so as to provide, not only access to this facility, but a connection to the Boyd road as well as a connection to the business section of Dufur. Some slight adjustment in the Boyd road may be necessary so as to provide as near a right angle intersection as possible. Sight distances in this vicinity are very good and very little traffic hazard should result.

If you have need for any further data or information on this, or any other highway matter, anything available will be promptly furnished on your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Kenneth N. Fridley
Forrest Cooper

RLP:ajw

RECEIVED
SEP 10 1962

FOR FILING
EBF-123 (11)
6217

STATE HIGHWAY COMMISSION MEETING

Delegation Mrs. Frank Brown and others to present petitions favoring the "red line", bypassing the city of Dufur.

Date August 9, 1962

Time 1:45 p.m.

Name	City or Town	Capacity
Mrs. Frank Brown (speaker)	Dufur	Representing citizens of area
Mrs. C. W. Patterson	"	Resident of Dufur

NOTED
FLOYD QUERY

I-5-6(38) N. Shaver St.-Morrison Br. 1963
302 Interch. Unit, East Bank Freeway
#6218 Sec., Pacific Hwy. (Pav. & Struct.)

CEIVED
10 1965
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STATE COPY

saction number

report number
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14

6218

Form PR-2A
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)
9-3-65

ate Oregon
County Multnomah
Project number I-5-6(38)302

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 18, 1963, is hereby modified as follows:

Revised estimated total cost of project	$ 1,142,349.00
Revised Federal funds	$ 1,039,898.82
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of September, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

~~By~~ A. W. Parsons
(Division Engineer)

By LRBacklund
L. R. Backlund
Administrative Manager

By

(Title)

By

(Title)

6218

Form Approved; Budget Bureau No. 41-R2089

RECEIVED MAR 25 1963

FOR FILING

MONTHLY TRANSACTION NO.	FO R-2 (RE 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 3-18-63	COUNTY Multnomah
312 6218		PROJECT NO. I-5-6(38)302

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Shaver St. to Morrison Br. (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-7-63	1.130
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,120,036.00	$ 1,029,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
ASSISTANT State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund
Administrative Manager
Date executed by Division Engineer March 18, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project I-5-6(38)300

NORTH SHAVER STREET-MORRISON BRIDGE INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 19, 1963

Type Code 7221
6-Lane Highway (287+50 to Sta. 300+01.06)(Contract 6218)

Removal of Miscellaneous Concrete and Masonry	All Required (50%)		$ 2,500.00
Drainage Excavation, Unclassified	220 cu.yds.	$ 3.50	770.00
General Excavation, Unclassified	1,040 cu.yds.	0.50	520.00
Finishing Roadbed and Slopes	All Required (25%)		2,000.00
8-inch Sewer Pipe	280 lin.ft.	2.50	700.00
6-inch Perforated Metal Drain Pipe	1,380 lin.ft.	1.70	2,346.00
Special Backfill in Drains	80 cu.yds.	8.00	640.00
Concrete Inlets, Type "D"	4 only	75.00	300.00
Concrete Curbs	34 cu.yds.	44.00	1,496.00
Concrete Walks and Surfacing	60 sq.yds.	3.00	180.00
6-Foot Chain-Link Fence	200 lin.ft.	2.45	490.00
Wood Felloe Guard	1,200 lin.ft.	1.40	1,680.00
Portable Barricades	7 only	70.00	490.00
Median Barrier	600 lin.ft.	4.05	2,430.00
Type 2 Barricade	1,560 lin.ft.	3.50	5,460.00
Rail End Pieces	2 only	4.50	9.00
Salvage and Reinstall Type 2 Barricade	80 lin.ft.	0.80	64.00
Guide Posts, PY-2	8 only	9.00	72.00
Coarse Crushed Material in Base	12,000 tons	2.40	28,800.00
3/4"-0 Material in Base	1,940 tons	2.90	5,626.00
Sprinkling	270 M-Gal.	3.00	810.00
Preparation of Base	All Required (15%)		600.00
3/4"-0 Material in Binder Course	50 cu.yds.	5.20	260.00
RC-250 Asphalt	8 tons	55.00	440.00
Class "B" Asphaltic Concrete	1,760 tons	6.40	11,264.00
Asphaltic Concrete Traffic Markers, Type "1"	330 lin.ft.	1.00	330.00
8-inch Continuously Reinforced Concrete Pavement	13,000 lin.ft.	6.50	84,500.00
Pavement Terminal Anchors	400 lin.ft.	20.00	8,000.00
Shoring, Cribbing, etc.	All Required		100.00
Structural Excavation	525 cu.yds.	1.70	892.50
Structural Excavation Below Elevation Shown	50 cu.yds.	2.80	140.00

Class "A" Concrete (455 cu.yds. $75.00)	All Required		$ 40,000.00
Metal Reinforcement (55,500 lbs. $0.14)	All Required		10,000.00
Metal Handrail	725 lin.ft.	$ 14.00	10,150.00
4-inch Standard Steel Pipe	65 lin.ft.	8.00	520.00
			$224,579.50

Flagging (57½% of Contractors' Cost)	All Required	$ 1,000.00
Signing (Temporary)	All Required	200.00
Move Private Sign	All Required	250.00
Reshape Existing Slopes	All Required	400.00
		$ 1,850.00
	Subtotal	$226,429.50
	10% Engr. & Cont.	22,642.50
	Total	$249,072.00

Length of 6-lane roadway- - - - - - - - - - - - - - 0.237 miles

Type Code 7221
4-lane Roadway (Sta. 300+01.06 to Sta. 411+00)(Contract 218)

Removal of Miscellaneous Concrete and Masonry	All Required (50%)		$ 2,500.00
Drainage Excavation, Unclassified	480 cu.yds.	$ 3.50	1,680.00
General Excavation, Unclassified	40,960 cu.yds.	0.50	20,480.00
Short Overhaul	192,000 yd.sta.	0.005	960.00
Long Overhaul	2,400 C-yd.sta.	0.50	1,200.00
Furnishing and Placing Topsoil	3,060 cu.yds.	3.50	10,710.00
Finishing Roadbed and Slopes	All Required (75%)		6,000.00
8-inch Sewer Pipe	720 lin.ft.	2.50	1,800.00
Extra for Pipe under Pavement	56 lin.ft.	6.00	336.00
8-inch Corrugated Steel Pipe	520 lin.ft.	2.50	1,300.00
8-inch Corrugated Steel Pipe, 14 Gage	140 lin.ft.	3.00	420.00
6-inch Perforated Metal Drain Pipe	2,950 lin.ft.	1.70	5,015.00
8-inch Perforated Metal Drain Pipe	56 lin.ft.	2.50	140.00
Special Backfill in Drains	200 cu.yds.	8.00	1,600.00
Concrete Inlets, Type "B"	2 only	75.00	150.00
Concrete Inlets, Type "D"	4 only	75.00	300.00
Concrete Inlets, Type "G-1"	20 only	80.00	1,600.00
Concrete Inlets, Type "CG-1"	16 only	100.00	1,600.00
Concrete Curbs	766 cu.yds.	44.00	33,704.00
Concrete Walks and Surfacing	2,440 sq.yds.	3.00	7,320.00
Concrete in Islands	420 cu.yds.	32.00	13,440.00

1-inch Electrical Conduit	200	lin.ft.	$ 1.30	$ 260.00
1-1/4 inch Electrical Conduit	370	lin.ft.	1.40	518.00
1-1/2 inch Electrical Conduit	1,020	lin.ft.	1.50	1,530.00
2-inch Electrical Conduit	80	lin.ft.	1.70	136.00
Galvanized Junction Boxes	2	only	50.00	100.00
1-1/4 inch Galvanized Water Pipe	170	lin.ft.	1.60	272.00
1-1/2 inch Galvanized Water Pipe	220	lin.ft.	1.80	396.00
2-inch Galvanized Water Pipe	170	lin.ft.	2.00	340.00
2-1/2 inch Galvanized Water Pipe	70	lin.ft.	2.50	175.00
3-inch Galvanized Water Pipe	520	lin.ft.	3.20	1,664.00
6-foot Chain Link Fence	3,800	lin.ft.	2.45	9,310.00
4'x6' Walk Gates	5	only	90.00	450.00
Portable Barricades	7	only	70.00	490.00
Guard Rail	6,600	lin.ft.	2.70	17,820.00
Median Barrier	8,400	lin.ft.	4.05	34,020.00
Type 2 Barricade	440	lin.ft.	3.50	1,540.00
Rail End Pieces	48	only	4.50	216.00
Salvage and Reinstall Type 2 Barricade	820	lin.ft.	0.80	656.00
Guide Posts, PY-2	62	only	9.00	558.00
Guide Posts, PY-3	1	only	10.00	10.00
Coarse Crushed Material in Base	55,500	tons	2.40	133,200.00
3/4"-0 Material in Base	8,960	tons	2.90	25,984.00
Sprinkling	1,430	M-gal.	3.00	4,290.00
Preparation of Base	All	Required (85%)		3,400.00
3/4"-0 Material in Binder Course	330	cu.yds.	5.20	1,716.00
RC-250 Asphalt	48	tons	55.00	2,640.00
Class "B" Asphaltic Concrete	10,240	tons	6.40	65,536.00
Class "C" Asphaltic Concrete	190	tons	8.40	1,596.00
Asphaltic Concrete Traffic Markers, Type "B"	50	lin.ft.	1.00	50.00
12-inch Reinforced Concrete Bridge End Panels	3,200	sq.yds.	10.00	32,000.00
8-inch Standard Reinforced Concrete Pavement	5,000	sq.yds.	5.50	27,500.00
8-inch Continuously Reinforced Concrete Pavement	34,000	sq.yds.	6.50	221,000.00
Pavement Terminal Anchors	1,200	lin.ft.	20.00	24,000.00
Refinish Existing Walls	4,400	sq.yds.	0.90	3,960.00
Finish Rudy Wilhelm Wall	700	sq.yds.	6.20	4,340.00
Class "A" Concrete in Walls	210	cu.yds.	87.00	18,270.00
Metal Reinforcement in Walls	20,200	lbs.	0.19	3,838.00
Metal Parapet Railing	2,000	lin.ft.	2.50	5,000.00
Electrical Conduit in Walls	1,750	lin.ft.	1.40	2,450.00
				$ 763,486.00

Flagging (57½% of Contractors Cost)	All Required	$ 1,500.00
Signing (Temporary)	All Required	200.00
Repair Drainage Facilities	All Required	25,000.00
Reshape Existing Slopes	All Required	1,600.00
		$ 28,300.00
	Subtotal	$791,786.00
	10% Engr. & Cont.	79,178.00
	Total	$870,964.00

Length of 4-lane roadway- - - - - - - - - - - - -1.130 miles
Length of 7 structures- - - - - - - - - - - - -0.991 miles (Exceptions)
Total length - - - - - - - - - - - - - - - - - -2.121 miles
Cost of Roadway per mile- - - - - - - - - - - -$770,764.60

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
6-Lane Roadway	$ 249,072.00	$ 228,500.00	$20,572.00
4-Lane Roadway	870,964.00	801,000.00	69,964.00
	$1,120,036.00	$1,029,500.00	$90,536.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

WORK RETAINED IN P. S. & E. STATUS

Description	Total Cost	Federal Funds	State Funds
6-Lane Roadway (Work by City of Portland. Re-set Fire Hydrant)	$ 550.00	$ 500.00	$ 50.00

Oregon State Highway Department

Federal Aid
Project I-5-6(38)302

NORTH SHAVER STREET-MORRISON BRIDGE INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 16, 1963

Type Code 7221
6 Lane Roadway (287+50 to Sta. 300+01.06)

Removal of Miscellaneous Concrete and Masonry	All	Required (50%)		$ 750.00
Drainage Excavation, Unclassified	220	cu.yd.	$ 3.00	660.00
General Excavation, Unclassified	1,040	cu.yd.	0.40	416.00
Finishing Roadbed and Slopes	All	Required (25%)		500.00
8-inch Sewer Pipe	280	lin.ft.	2.75	770.00
6-inch Perforated Metal Drain Pipe	1,380	lin.ft.	2.00	2,760.00
Special Backfill in Drains	80	cu.yd.	7.00	560.00
Concrete Inlets, Type "B"	4	only	85.00	340.00
Concrete Curbs	34	cu.yd.	40.00	1,360.00
Concrete Walks and Surfacing	60	sq.yd.	4.50	270.00
6-foot Chain-Link Fence	200	lin.ft.	2.00	400.00
Wood Fello Guard	1,200	lin.ft.	1.50	1,800.00
Portalbe Barricades	7	only	60.00	420.00
Median Barrier	600	lin.ft.	3.75	2,250.00
Type 2 Barricade	1,560	lin.ft.	4.50	7,020.00
Rail End Pieces	2	only	5.00	10.00
Salvage and Reinstall Type 2 Barricade	80	lin.ft.	3.00	240.00
Guide Posts, PT-2	8	only	8.50	68.00
Coarse Crushed Material in Base	12,000	tons	2.50	30,000.00
3/4" - 0 Material in Base	1,940	tons	3.00	5,820.00
Sprinkling	270	M-gal.	3.00	810.00
Preparation of Base	All	Required (15%)		150.00
3/4" - 0 Material in Binder Course	50	cu.yd.	5.00	250.00
RC-250 Asphalt	8	tons	50.00	400.00
Class "B" Asphaltic Concrete	1,760	tons	6.50	11,440.00
Asphaltic Concrete Traffic Markers, Type "L"	330	lin.ft.	1.00	330.00
8-inch Continuously Reinforced Concrete Pavement	13,000	lin.ft.	5.50	71,500.00
Pavement Terminal Anchors	400	lin.ft.	12.00	4,800.00
Shoring, Cribbing, Etc.	All	Required		500.00
Structural Excavation	525	cu.yd.	5.00	2,625.00
Structural Excavation Below Elevation Shown	50	cu.yd.	6.00	300.00

Class "A" Concrete (455 cu.yds. $75.00)	All Required		$ 34,125.00
Metal Reinforcement (55,500 lbs. $0.14)	All Required		7,770.00
Metal Handrail	725 lin.ft.	$ 12.00	8,700.00
4-inch Standard Steel Pipe	65 lin.ft.	10.00	650.00
			$200,764.00
Flagging (57½% of Contractor's Cost)	All Required		$ 1,000.00
Signing (Temporary)	All Required		200.00
Move Private Sign	All Required		250.00
Reshape Existing Slopes	All Required		400.00
			$ 1,850.00
Utility			
Work by City of Portland (Reset Fire Hydrant)	All Required		$ 500.00
	Subtotal		$203,114.00
	10% Engr. & Cont.		20,311.00
	Total		$223,425.00

Length of 6-lane Roadway - - - - - - 0.237 Mile

Cost of Roadway Per Mile - - - - - - $941,962.02

Type Code 7221
4 Lane Roadway (Sta. 300+01.06 to Sta. 411+00)

Removal of Miscellaneous Concrete and Masonry	All Required (50%)		$ 750.00
Drainage Excavation, Unclassified	480 cu.yd.	$ 3.00	1,440.00
General Excavation, Unclassified	40,960 cu.yd.	0.40	16,384.00
Short Overhaul	192,000 yd.sta.	0.01	1,920.00
Long Overhaul	2,400 C-yd.sta.	0.40	960.00
Furnishing and Placing Topsoil	3,060 cu.yd.	2.50	7,650.00
Finishing Roadbed and Slopes	All Required (75%)		1,500.00
8-inch Sewer Pipe	720 lin.ft.	2.75	1,980.00
Extra for Pipe Under Pavement	56 lin.ft.	7.50	420.00
8-inch Corrugated Steel Pipe	520 lin.ft.	2.50	1,300.00
8-inch Corrugated Steel Pipe, 14 Gage	140 lin.ft.	2.75	385.00
6-inch Perforated Metal Drain Pipe	2,950 lin.ft.	2.00	5,900.00
8-inch Perforated Metal Drain Pipe	56 lin.ft.	2.50	140.00
Special Backfill in Drains	200 cu.yd.	7.00	1,400.00
Concrete Inlets, Type "B"	2 only	85.00	170.00
Concrete Inlets, Type "P"	4 only	95.00	380.00
Concrete Inlets, Type "G-1"	20 only	100.00	2,000.00
Concrete Inlets, Type "CG-1	16 only	110.00	1,760.00
Concrete Curbs	766 cu.yd.	40.00	30,640.00

Concrete Walks and Surfacing	2,4~~00~~ 40	sq.yd.	$ 4.50	$ 10,980.00
Concrete in Islands	420	cu.yd.	40.00	16,800.00
1-inch Electrical Conduit	200	lin.ft.	1.50	300.00
1¼-inch Electrical Conduit	370	lin.ft.	1.75	647.50
1½-inch Electrical Conduit	1,020	lin.ft.	2.00	2,040.00
2-inch Electrical Conduit	80	lin.ft.	2.25	180.00
Galvanized Junction Boxes	2	only	20.00	40.00
1¼-inch Galvanized Water Pipe	170	lin.ft.	1.00	170.00
1½-inch Galvanized Water Pipe	220	lin.ft.	1.20	264.00
2-inch Galvanized Water Pipe	170	lin.ft.	1.50	255.00
2½-inch Galvanized Water Pipe	70	lin.ft.	1.75	122.50
3-inch Galvanized Water Pipe	520	lin.ft.	2.50	1,300.00
6-foot Chain-Link Fence	3,800	lin.ft.	2.00	7,600.00
4' x 6' Walk Gates	5	only	75.00	375.00
Portable Barricades	7	only	60.00	420.00
Guard Rail	6,600	lin.ft.	2.50	16,500.00
Median Barrier	8,400	lin.ft.	3.75	31,500.00
Type 2 Barricade	440	lin.ft.	4.50	1,980.00
Rail End Pieces	48	only	5.00	240.00
Salvage and Reinstall Type 2 Barricade	820	lin.ft.	3.00	2,460.00
Guide Posts, PY-2	62	only	8.50	527.00
Guide Posts, PY-3	1	only	10.00	10.00
Coarse Crushed Material in Base	55,500	ton	2.50	138,750.00
3/4" - 0 Material in Base	8,960	ton	3.00	26,880.00
Sprinkling	1,430	M-gal.	3.00	4,290.00
Preparation of Base	All	Required (85%)		850.00
3/4" - 0 Material in Binder Course	330	cu.yd.	5.00	1,650.00
RC-250 Asphalt	48	ton	50.00	2,400.00
Class "B" Asphaltic Concrete	10,240	ton	6.50	66,560.00
Class "C" Asphaltic Concrete	190	ton	15.00	2,850.00
Asphaltic Concrete Traffic Markers, Type L	50	lin.ft.	1.00	50.00
12-inch Reinforced Concrete Bridge End Panels	3,200	sq.yd.	15.00	48,000.00
8-inch Standard Reinforced Concrete Pavement	5,000	sq.yd.	4.75	23,750.00
8-inch Continuously Reinforced Concrete Pavement	34,000	sq.yd.	5.50	187,000.00
Pavement Terminal Anchors	1,200	lin.ft.	12.00	14,400.00
Refinish Existing Walls	4,400	sq.yd.	0.25	1,100.00
Finish Rudy Wilhelm Wall	700	sq.yd.	0.75	525.00
Class "A" Concrete in Walls	210	cu.yd.	100.00	21,000.00
Metal Reinforcement in Walls	20,200	lb.	0.145	2,929.00
Metal Parapet Railing	2,000	lin.ft.	3.00	6,000.00
Electrical Conduit in Walls	1,750	lin.ft.	1.50	2,625.00
				$723,399.00

Flagging (57½% of Contractor's Cost)	All Required	$ 1,500.00
Signing (Temporary)	All Required	200.00
Repair Drainage Facilities	All Required	25,000.00
Reshape Existing Slopes	All Required	1,600.00
		$ 28,300.00
	Subtotal	$751,699.00
	10% Engr. & Cont.	75,169.00
	Total	$826,969.00

Length of 4-lane Roadway - - - - - - - - - - 1.130 Miles
Length of 7 Structures - - - - - - - - - - - 0.991 Mile (Exceptions)
Total Length - - - - - - - - - - - - - - - - - 2.121 Miles
Cost of Roadway Per Mile - - - - - - - - - - $731,741.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
6 Lane Roadway	$ 223,425.00	$205,000.00	$ 18,425.00
4 Lane Roadway	826,868.00	760,000.00	66,868.00
	$1,050,293.00	$965,000.00	$ 85,293.00

Oregon State Highway Department

Federal Aid
Project I-5-6(38)302

NORTH SHAVER STREET-MORRISON BRIDGE INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 31, 1962

Type Code 7221
6 Lane Roadway (287+50 to Sta. 300+01.06)

Removal of Miscellaneous Concrete and Masonry	All	Required (50%)		$ 750.00
Drainage Excavation, Unclassified	220	cu.yds.	$ 3.00	660.00
General Excavation, Unclassified	1,040	cu.yds.	0.40	416.00
Finishing Roadbed and Slopes	All	Required (25%)		500.00
8-inch Sewer Pipe	280	lin.ft.	2.75	770.00
6-inch Perforated Metal Drain Pipe	1,380	lin.ft.	2.00	2,760.00
Special Backfill in Drains	80	cu.yds.	7.00	560.00
Concrete Inlets, Type "B"	4	only	85.00	340.00
Concrete Curbs	34	cu.yds.	40.00	1,360.00
Concrete Walks and Surfacing	60	sq.yds.	4.50	270.00
6 Foot Chain-Link Fence	200	lin.ft.	2.00	400.00
Wood Fello Guard	1,200	lin.ft.	1.50	1,800.00
Portable Barricades	7	only	60.00	420.00
Median Barrier	600	lin.ft.	3.75	2,250.00
Type 2 Barricade	1,560	lin.ft.	4.50	7,020.00
Rail End Pieces	2	only	5.00	10.00
Salvage and Reinstall Type 2 Barricade	80	lin.ft.	3.00	240.00
Guide Posts, PY-2	8	only	8.50	68.00
Coarse Crushed Material in Base	12,000	tons	2.50	30,000.00
3/4" - 0 Material in Base	1,940	tons	3.00	5,820.00
Sprinkling	270	M-gals.	3.00	810.00
Preparation of Base	All	Required (15%)		150.00
3/4" - 0 Material in Binder Course	50	cu.yds.	5.00	250.00
RC-250 Asphalt	8	tons	50.00	400.00
Class "B" Asphaltic Concrete	1,760	tons	6.50	11,440.00
Asphaltic Concrete Traffic Markers, Type "L"	330	lin.ft.	1.00	330.00
8-inch Continuously Reinforced Concrete Pavement	13,000	lin.ft.	5.50	71,500.00
Pavement Terminal Anchors	400	lin.ft.	12.00	4,800.00
Shoring, Cribbing, Etc.	All	Required		500.00
Structural Excavation	525	cu.yds.	5.00	2,625.00
Structural Excavation Below Elevation Shown	50	cu.yds.	6.00	300.00

Class "A" Concrete (455 cu.yds. $75.00)	All Required		$ 34,125.00
Metal Reinforcement (55,500 lbs. $0.14)	All Required		7,770.00
Metal Handrail	725 lin.ft.	$ 12.00	8,700.00
4-inch Standard Steel Pipe	65 lin.ft.	10.00	650.00
			$200,764.00

Flagging (57½% of Contractor's Cost)	All Required	$ 1,000.00
Signing (Temporary)	All Required	200.00
Move Private Sign	All Required	250.00
Reshape Existing Slopes	All Required	400.00
		$ 1,850.00

Utility

Work by City of Portland (Reset Fire Hydrant)	All Required	$ 500.00
	Subtotal	$203,114.00
	10% Engr. & Cont.	20,311.00
	Total	$223,425.00

Length of 6-lane Roadway - - - - - - 0.237 Mile
Cost of Roadway Per Mile - - - - - - $941,962.02

Type Code 7221
4 Lane Roadway (Sta. 300+01.06 to Sta. 411+00)

Removal of Miscellaneous Concrete and Masonry	All Required (50%)		$ 750.00
Drainage Excavation, Unclassified	480 cu.yds.	$ 3.00	1,440.00
General Excavation, Unclassified	40,960 cu.yds.	0.40	16,384.00
Short Overhaul	192,000 yd.stas.	0.01	1,920.00
Long Overhaul	2,400 C-yd.stas.	0.40	960.00
Furnishing and Placing Topsoil	3,060 cu.yds.	2.50	7,650.00
Finishing Roadbed and Slopes	All Required (75%)		1,500.00
8-inch Sewer Pipe	720 lin.ft.	2.75	1,980.00
Extra for Pipe Under Pavement	56 lin.ft.	7.50	420.00
8-inch Corrugated Steel Pipe	520 lin.ft.	2.50	1,300.00
8-inch Corrugated Steel Pipe, 14 Gage	140 lin.ft.	2.75	385.00
6-inch Perforated Metal Drain Pipe	2,950 lin.ft.	2.00	5,900.00
8-inch Perforated Metal Drain Pipe	56 lin.ft.	2.50	140.00
Special Backfill in Drains	200 cu.yds.	7.00	1,400.00
Concrete Inlets, Type "B"	2 only	85.00	170.00
Concrete Inlets, Type "P"	4 only	95.00	380.00
Concrete Inlets, Type "G-1"	20 only	100.00	2,000.00
Concrete Inlets, Type "CG-1"	16 only	110.00	1,760.00
Concrete Curbs	766 cu.yds.	40.00	30,640.00

Concrete Walks and Surfacing	2,4~~00~~40	sq.yds.	$ 4.50	$ 10,980.00
Concrete in Islands	420	cu.yds.	40.00	16,800.00
1-inch Electrical Conduit	200	lin.ft.	1.50	300.00
1¼-inch Electrical Conduit	370	lin.ft.	1.75	647.50
1½-inch Electrical Conduit	1,020	lin.ft.	2.00	2,040.00
2-inch Electrical Conduit	80	lin.ft.	2.25	180.00
Galvanized Junction Boxes	2	only	20.00	40.00
1¼-inch Galvanized Water Pipe	170	lin.ft.	1.00	170.00
1½-inch Galvanized Water Pipe	220	lin.ft.	1.20	264.00
2-inch Galvanized Water Pipe	170	lin.ft.	1.50	255.00
2½-inch Galvanized Water Pipe	70	lin.ft.	1.75	122.50
3-inch Galvanized Water Pipe	520	lin.ft.	2.50	1,300.00
6 Foot Chain-Link Fence	3,800	lin.ft.	2.00	7,600.00
4'x6' Walk Gates	5	only	75.00	375.00
Portable Barricades	7	only	60.00	420.00
Guard Rail	6,600	lin.ft.	2.50	16,500.00
Median Barrier	8,400	lin.ft.	3.75	31,500.00
Type 2 Barricade	440	lin.ft.	4.50	1,980.00
Rail End Pieces	48	only	5.00	240.00
Salvage and Reinstall Type 2 Barricade	820	lin.ft.	3.00	2,460.00
Guide Posts, PY-2	62	only	8.50	527.00
Guide Posts, PY-3	1	only	10.00	10.00
Coarse Crushed Material in Base	55,500	tons	2.50	138,750.00
3/4" - 0 Material in Base	8,960	tons	3.00	26,880.00
Sprinkling	1,430	M-gals.	3.00	4,290.00
Preparation of Base	All	Required (85%)		850.00
3/4" - 0 Material in Binder Course	330	cu.yds.	5.00	1,650.00
RC-250 Asphalt	48	tons	50.00	2,400.00
Class "B" Asphaltic Concrete	15,240	tons	6.50	99,060.00
Class "C" Asphaltic Concrete	190	tons	15.00	2,850.00
Asphaltic Concrete Traffic Markers, Type L	50	lin.ft.	1.00	50.00
12-inch Reinforced Concrete Bridge End Panels	3,200	sq.yds.	15.00	48,000.00
8-inch Standard Reinforced Concrete Pavement	5,000	sq.yds.	4.75	23,750.00
8-inch Continuously Reinforced Concrete Pavement	34,000	sq.yds.	5.50	187,000.00
Pavement Terminal Anchors	1,200	lin.ft.	12.00	14,400.00
Refinish Existing Walls	4,400	sq.yds.	0.25	1,100.00
Finish Rudy Welhelm Wall	700	sq.yds.	0.75	525.00
Class "A" Concrete in Walls	210	cu.yds.	100.00	21,000.00
Metal Reinforcement in Walls	20,200	lbs.	0.145	2,929.00
Metal Parapet Railing	2,000	lin.ft.	3.00	6,000.00
Electrical Conduit in Walls	1,750	lin.ft.	1.50	2,625.00
				$755,899.00

Flagging (57½% of Contractor's Cost)	All Required	$ 1,500.00
Signing (Temporary)	All Required	200.00
Repair Drainage Facilities	All Required	25,000.00
Reshape Existing Slopes	All Required	1,600.00
		$ 28,300.00
	Subtotal	$784,199.00
	10% Engr. & Cont.	78,419.00
	Total	$862,618.00

Length of 4-lane Roadway - - - - - - - - - 1.130 Miles
Length of 7 Structures - - - - - - - - - - 0.991 Mile (Exceptions)
Total Length - - - - - - - - - - - - - - - 2.121 Miles
Cost of Roadway Per Mile - - - - - - - - - $763,378.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
6-Lane Roadway	$ 223,425.00	$205,000.00	$ 18,425.00
4-Lane Roadway	862,618.00	793,000.00	69,618.00
	$1,086,043.00	$998,000.00	$ 88,043.00

Oregon State Highway Department

Federal Aid
Project I-5-6(38)302

NORTH SHAVER STREET-MORRISON BRIDGE INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 21, 1962

Type Code 7221
6 Lane Roadway (287+50 to Sta. 300+01.06)

Removal of Miscellaneous Concrete and Masonry	All	Required (50%)		$ 750.00
Drainage Excavation, Unclassified	220	cu.yd.	$ 3.00	660.00
General Excavation, Unclassified	1,040	cu.yd.	0.40	416.00
Finishing Roadbed and Slopes	All	Required (25%)		500.00
8-inch Sewer Pipe	180	lin.ft.	2.75	495.00
6-inch Perforated Metal Drain Pipe	1,380	lin.ft.	2.00	2,760.00
Special Backfill in Drains	80	cu.yd.	7.00	560.00
Concrete Inlets, Type "B"	2	only	85.00	170.00
Concrete Curbs	34	cu.yd.	40.00	1,360.00
Concrete Walks and Surfacing	60	sq.yd.	4.50	270.00
6-foot Chain Link Fence	200	lin.ft.	2.00	400.00
Wood Felloe Guard	1,200	lin.ft.	1.50	1,800.00
Portable Barricades	7	only	60.00	420.00
Median Barrier	600	lin.ft.	3.75	2,250.00
Type 2 Barricade	1,560	lin.ft.	4.50	7,020.00
Rail End Pieces	2	only	5.00	10.00
Salvage and Reinstall Type 2 Barricade	80	lin.ft.	3.00	240.00
Guide Posts, FT-1	8	only	7.50	60.00
Coarse Crushed Material in Base	12,000	tons	2.50	30,000.00
3/4"-0 Material in Base	1,940	tons	3.00	5,820.00
Sprinkling	270	M-gal.	3.00	810.00
Preparation of Base	All	Required (15%)		150.00
3/4"-0 Material in Binder Course	50	cu.yd.	5.00	250.00
RC-250 Asphalt	8	tons	50.00	400.00
Class "B" Asphaltic Concrete	1,760	tons	6.50	11,440.00
Asphaltic Concrete Traffic Markers, Type "I"	330	lin.ft.	1.00	330.00
8-inch Standard Reinforced Concrete Pavement	2,250	sq.yd.	4.75	10,687.50
8-inch Continuously Reinforced Concrete Pavement	10,600	sq.yd.	5.50	58,300.00

Pavement Terminal Anchers	400	lin.ft.	$ 12.00	$ 4,800.00
Shoring, Cribbing, etc.	All	Required		500.00
Structural Excavation	525	cu.yd.	5.00	2,625.00
Structural Excavation Below Elevation Shown	50	cu.yd.	6.00	300.00
Class "A" Concrete (455 cu.yd. $75.00)	All	Required		34,125.00
Metal Reinforcement (55,500 lb. $0.14)	All	Required		7,770.00
Metal Handrail	725	lin.ft.	12.00	8,700.00
4-inch Standard Steel Pipe	40	lin.ft.	10.00	400.00
				$197,548.50

Flagging (57½% of Contractors Cost)	All	Required	$ 1,000.00
Signing (Temporary)	All	Required	200.00
Move Private Sign	All	Required	250.00
			$ 1,450.00

Utility:

Work by City of Portland (Reset Fire Hydrant)	All	Required	$ 500.00
	Subtotal		$199,498.50
	10% Engr.&Cont.		19,949.50
	Total		$219,448.00

Length of 6 lane roadway- - - - - - - - - - -0.237 miles

Cost of Roadway per Mile- - - - - - - - - - -$925,940.92

Type Code 7221
4 Lane Roadway (Sta. 300+01.06 to Sta. 411+00)

Removal of Miscellaneous Concrete and Masonry	All	Required (50%)		$ 750.00
Drainage Excavation, Unclassified	480	cu.yd.	$ 3.00	1,440.00
General Excavation, Unclassified	38,960	cu.yd.	0.40	15,584.00
Short Overhaul	182,000	yd.sta.	0.01	1,820.00
Long Overhaul	2,400	C-yd.sta.	0.40	960.00
Furnishing and Placing Topsoil	3,060	cu.yd.	2.50	7,650.00
Finishing Roadbed and Slopes	All	Required (75%)		1,500.00
8-inch Sewer Pipe	720	lin.ft.	2.75	1,980.00
30-inch Reinforced Sewer Pipe	70	lin.ft.	12.00	840.00

Extra for Pipe Under Pavement	56	lin.ft.	$ 7.50	$ 420.00
8-inch Corrugated Metal Pipe, 14 Gage	140	lin.ft.	2.75	385.00
6-inch Perforated Metal Drain Pipe	2,950	lin.ft.	2.00	5,900.00
8-inch Perforated Metal Drain Pipe	56	lin.ft.	2.50	140.00
Special Backfill in Drains	200	cu.yd.	7.00	1,400.00
Concrete Inlets, Type "E"	2	only	85.00	170.00
Concrete Inlets, Type "F"	4	only	95.00	380.00
Concrete Inlets, Type "G-1"	20	only	100.00	2,000.00
Concrete Inlets, Type "CG-1"	16	only	110.00	1,760.00
Concrete Curbs	766	cu.yd.	40.00	30,640.00
Concrete Walks and Surfacing	2,440	sq.yd.	4.50	10,980.00
Concrete in Islands	420	cu.yd.	40.00	16,800.00
1-inch Electrical Conduit	200	lin.ft.	1.50	300.00
1¼-inch Electrical Conduit	370	lin.ft.	1.75	647.50
1½-inch Electrical Conduit	800	lin.ft.	2.00	1,600.00
2-inch Electrical Conduit	80	lin.ft.	2.25	180.00
Galvanized Junction Boxes	2	only	20.00	40.00
2-inch Galvanized Water Pipe	170	lin.ft.	1.50	255.00
2½-inch Galvanized Water Pipe	70	lin.ft.	1.75	122.50
6-foot Chain-Link Fence	3,800	lin.ft.	2.00	7,600.00
4'x6' Walk Gates	5	only	75.00	375.00
Portable Barricades	7	only	60.00	420.00
Guard Rail	6,600	lin.ft.	2.50	16,500.00
Median Barrier	8,400	lin.ft.	3.75	31,500.00
Type 2 Barricade	440	lin.ft.	4.50	1,980.00
Rail End Pieces	48	only	5.00	240.00
Salvage and Reinstall Type 2 Barricade	820	lin.ft.	3.00	2,460.00
Guide Posts, PX-2	64	only	8.50	544.00
Guide Posts, PX-3	1	only	10.00	10.00
Coarse Crushed Material in Base	55,500	tons	2.50	138,750.00
3/4"-0 Material in Base	8,960	tons	3.00	26,880.00
Sprinkling	1,430	M-gal.	3.00	4,290.00
Preparation of Base	All	Required (85%)		850.00
3/4"-0 Material in Binder Course	330	cu.yd.	5.00	1,650.00
RC-250 Asphalt	48	tons	50.00	2,400.00
Class "B" Asphaltic Concrete	15,240	tons	6.50	99,060.00
Class "C" Asphaltic Concrete	190	tons	15.00	2,850.00
Asphaltic Concrete Traffic Markers, Type "I"	50	lin.ft.	1.00	50.00
12-inch Reinforced Concrete Bridge End Panels	3,200	sq.yd.	15.00	48,000.00

8-inch Standard Reinforced Concrete Pavement	5,550	sq.yd.	$ 4.75	$ 26,362.50
8-inch Continuously Reinforced Concrete Pavement	33,400	sq.yd.	5.50	183,700.00
Pavement Terminal Anchors	1,000	lin.ft.	12.00	12,000.00
Refinish Existing Walls	4,400	sq.yd.	0.25	1,100.00
Finish Rudy Wilhelm Wall	700	sq.yd.	0.75	525.00
Class "A" Concrete in Walls	210	cu.yd.	100.00	21,000.00
Metal Reinforcement in Walls	20,200	lb.	0.145	2,929.00
Metal Parapet Railing	2,000	lin.ft.	3.00	6,000.00
Electrical Conduit in Walls	1,750	lin.ft.	1.50	2,625.00
				$ 749,294.50

Flagging (57½% of Contractors Cost)	All Required	$ 1,500.00
Signing (Temporary)	All Required	200.00
Repair Drainage Facilities	All Required	25,000.00
		$ 26,700.00
	Subtotal	$ 775,994.50
	10% Engr. & Cont.	77,598.50
	Total	$ 853,593.00

Length of 4 lane roadway- - - - - - - - - -1.130 miles
Length of 7 structures- - - - - - - - - - -0.991 miles (Exceptions)
Total Length- - - - - - - - - - - - - - - -2.121 miles
Cost of Roadway per Mile- - - - - - - - - -$755,392.03

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
6 Lane Roadway	$219,448.00	$201,000.00	$ 18,448.00
4 Lane Roadway	853,593.00	785,000.00	68,593.00
	$1,073,041.00	$986,000.00	$ 87,041.00

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

I-5-6(38)302

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6218

DATE: June 22, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Federal participation in cost
of parapet rail material -
Oregon Project I-5-6(38)302,
N. Shaver-Morrison Bridge Section

In your letter dated April 29, 1965, you request approval for Federal participation in the cost of State furnished parapet rail material used on project No. I-5-6(38)302.

It is our understanding the State purchased this material from the contractor under Price Agreement No. 6, dated May 1, 1962, issued on the N. Page St.-S.E. Main St. Unit, East Bank Freeway Section, Project No. I-5-6(16)301, and Federal participation was withheld until the material was incorporated in another project.

Since the parapet rail material in question has been incorporated in the N. Shaver St.-Morrison Bridge Interchange Section, project No. I-5-6(38)302, in accordance with the special provisions, Federal participation in the amount of $4,032.51 for the cost of this material is hereby approved.

Orig to [illegible]
6-25-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 15 1965

FOR FILING

[illegible]

6218

March 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the N. Shaver St.-Morrison Bridge Interchange Section of the Pacific Highway, Contract No. 6218, Project No. I-5-6(38)302 in Multnomah County, was completed April 5, 1964.

This work was authorized by Order for State Work No. 3 dated September 8, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

cc: Mr. R. N. Chase

RECEIVED
MAY 27 1964

FOR FILING

7

6-15

May 27, 1964

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

On April 14, 1964, we wrote to you concerning release of final payment on contract #6218, awarded to Peter Kiewit Sons' Co., for paving-structure on the North Shaver Street-Morrison Bridge Interchange Unit of the East Bank Freeway Section of Pacific Highway in Multnomah County.

Final payment on this contract is $31,743.57 and the total contract amount is $1,038,849.08, including $36,009.33 for work performed under force account.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver, Washington

cc: C. H. Maison
Attn.: John Herr

RECEIVED
APR 14 1964

FOR FILING
F-5-6(38)30
6218

April 13, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed March 19 on Contract No. 6218. The contract was with Peter Kiewit Sons' Company and was for paving and structure on the North Shaver Street-Morrison Bridge Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 13, 1964, and that you concur in this procedure at the Commission meeting on April 23.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: March 21, 1964

SECTION: Eastbank Freeway

SECTION PREFIX: 626-1090

HIGHWAY: Pacific

COUNTY: Multnomah

NAME OF JOB: N. Shaver St. - Morrison Br.

KIND OF WORK: Paving & Ped. Structure

CONTRACTOR: Peter Kiewit Sons' Co.

CONTRACT NUMBER: 6218

FEDERAL AID PROJECT NUMBER: I-5-6(38)302

DATE OF CONTRACT: January 31, 1963

DATE WORK STARTED: February 28, 1963

ESTIMATED COMPLETION DATE: March 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 2 SUPERVISION:

SPECIFIED WORK DAYS: Paving 105, Ped. Structure 41

WORK DAYS USED: Paving 105, Ped. Structure 41

PERCENT OF TIME ELAPSED: Paving 100, Ped. Structure 100

PROJECT AUTHORIZATION: $ 1,146,054.94

EXCLUSIVE OF ENGINEERING: $ 1,064,557.70

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,040,597.61

ESTIMATED PERCENT OVERRUN / UNDERRUN: -2.0%

ENGINEERING AUTHORIZATION: $ 81,497.24

ENGINEERING COST TO DATE: $ 85,232.00

PERCENT OF AUTHORIZATION: 105 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

DATE PROJECT WAS COMPLETED: March 19, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Conc. Paving
	100	100	100	100	100		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.50	1.35		1.35	1.35
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.50	1.35		1.35	1.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	42,000	78,400		12,000	55,200
TOTAL QUANTITIES CORRECTED TO DATE	41,369	93,990		11,805	51,748
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	41,369	93,990		11,805	51,748
AVERAGE DAILY QUANTITIES	complete	complete		complete	complete
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Small truck crane, Flatbed truck

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		NOTED JOHN R. OAKES
TUESDAY	Showers		
WEDNESDAY	Cloudy		cB
THURSDAY	*		
FRIDAY	Rain		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor completed installation of R/W fenceunder E.W.O.4
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	Contractor completed clean-up and concrete removal on slopes. This completes E.W.O. #4 and the contract work.
FRIDAY	
SATURDAY	

REMARKS

Contractor completed the R/W fence replacement and minor concrete clean up under E.W.O. #4. This completes the work on this project.

SIGNED William E Maltby

ADDRESS Portland, Oregon, 97213

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
FEB 10 1964

FOR FILING

6218

February 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4-supplemental covering repair of slope damage on the N. Shaver St.-Morrison Bridge Interchange Section of the Pacific Highway in Multnomah County, Contract No. 6218 in connection with Federal-Aid Project No. I-5-6(38)302.

This additional work is necessary for removing slide material from the fill slopes and placing the rock inlay to prevent further erosion damage at Staion "L" 312-314.

The original order was approved by the BPR June 6, 1963, and supplemental No. 1 was approved December 3, 1963.

This additional work was verbally recommended for approval by the BPR Area Engineer February 4, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

RECEIVED
JAN 15 1964
FOR FILING

I

6218

January 14, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on January 2, 1964, on Contract No. 6218, N. Shaver St.-Morrison Br. Unit, Eastbank Freeway Section, in Multnomah County, in connection with Federal-Aid Project No. I-5-6(38)302.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Bureau of Public Roads
Oregon Division Office Endorsement

Date:____________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

cc: H. S. Cox

RECEIVED
JAN 2 1964

FOR FILING

I-5-6 (30)

December 31, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 1
January 30, 1964 Meeting

Gentlemen:

We have received a request for an extension of time from Peter Kiewit Sons' Company, contractor on the North Shaver Street-Morrison Bridge Interchange paving project on the East Bank Freeway in Portland (Contract No. 6218).

The contractor requests an additional 18 days due to the delay caused by the grading contractor's failure to complete the north end of the project in a manner to permit paving to begin prior to July 1, 1963. An analysis of the project discloses that the logical and efficient manner to do the job required that the paving start at the north end and proceed south. Therefore, noncompletion of the north end did delay the start of paving even though a major portion of the project was available prior to July 1. A total of 16 workdays had been charged by July 1.

A total of 100 workdays was allowed on this project. As of December 1, 1963, 105 days had been charged. No workdays are charged between December 1 and March 1, and it is expected that this project will be completed by January 10, 1964; therefore, a five-day extension will eliminate liquidated damages on the project.

We recommend approval of a five-day extension. The Bureau of Public Roads concurs in this recommendation.

This matter will be on the agenda for your consideration for the January 30 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp bbc

December 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Extension of Time
North Shaver Street-Morrison
Bridge Interchange Section
East Bank Freeway
Project No. I-5-6(38)302

Dear Sir:

We have received a request from Peter Kiewit Sons Company, contractor on this project, for an extension of time. The contractor requests an 18-day extension because another contractor had not completed the grading on the north end of this project, and this noncompletion delayed the start of the paving.

The paving at the north end of the project was four 12-foot lanes in each direction, and the contractor planned to pave in 24-foot panels. On the south end of the project, there are two 12-foot lanes in each direction. In order to utilize the first-paved panel as a working area in paving the other panel on the north end, it was necessary to start at the north end of the project and work south. This would give the pavement at the north end sufficient curing time so that it could be used, but if the work went from south to north, the contractor would have to shut down his operations for a portion of the curing period.

The contractor had a large portion of the total project available to him at the time workday charges started, but this vital north end was not available until July 1, 1963. At this time, 16 workdays had been charged.

Because of his scheduling difficulty, we believe the request for a time extension is valid. As of December 1, when workday charges stopped for the winter, a total of 105 workdays had been charged. This is five days over the specified time limit of 100 days. The present estimate is that the project will be completed by January 10, 1964, so a five-day extension would eliminate liquidated damages on the project.

We recommend a five-day extension without the assessment of liquidated damages, and your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp: ajw

FORM E-30 50M 3-63 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1963

SUBJECT: Extension of Time
N. Shaver St.-Morrison Br. Interchange Section
East Bank Freeway
Contract No. 6218

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from Peter Kiewit Sons Company for an extension of time on this paving contract. The contractor requests an 18-day extension because another contractor had not completed the north end of the project, and that this delayed the start of the paving.

The paving at the north end of the project was four 12-foot lanes in each direction, and the contractor planned to pave in 24-foot panels. On the south end of the project, there are two 12-foot lanes in each direction. In order to utilize the first-paved panel as a working area in paving the other panel on the north end, it was necessary to start at the north end of the project and work south. This would give the pavement at the north end sufficient curing time so that it could be used, but if the work went from the south to the north, the contractor would have to shut down his operations for a portion of the curing period.

The contractor had a large portion of the total project available to him at the time workday charges started, but this vital north end was not available until July 1, 1963. At this time, 16 workdays had been charged.

Because of his scheduling difficulty, we believe that the request for a time extension is valid. As of December 1, when workday charges stopped for the winter, a total of 105 workdays had been charged. This is 5 days over the specified time limit of 100 days. The present estimate is that the project will be completed by December 15, so a 5-day extension would eliminate liquidated damages on the project.

A 5-day extension of time is recommended. This has been discussed with Mr. Schell of the BPR who concurs. Rough drafts to the BPR and the Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Enc.
cc L. H. Young

LLOYD P. SHAW

ENGINEER

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract #1

Oregon State Highway Commission
Salem, Oregon

Date October 23, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 118 days, within which to complete our Contract No. 6218, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached sheet.

APPROVED BY HIGHWAY COMMISSION
DATE Jan. 30, 1964 for 5 added workdays
Lloyd Query
Secretary

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By Edward C. Lynch
Edward C. Lynch

CONSENT OF SURETY

Date November 6, 1963

We, THE ÆTNA CASUALTY AND SURETY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. B. Gibbs
J. B. Gibbs Attorney-in-fact

Paul R. Ratliffe
Paul R. Ratliffe Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6218 Contractor Peter Kiewit Sons' Company

Highway Pacific

Section N. Shaver St.-Morrison Bridge Interchange Unit Eastbank Freeway

Kind of Work Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Orderly prosecution of concrete paving required that paving start north of Station 506. Extra work on walls also delayed completion of the project. We recommend that contractor be granted five (5) additional workdays on the basis of interference by other contractors and Extra Work Orders.

Recommended for Approval:

A.V. Benedict
ant Division Engineer

G. L. Decker
Asst Construction Engineer or Bridge Engineer

SISTANT State Highway Engineer

Contract No.	6218
Project designation (State-Federal)	I-5-6(38)302
Date awarded	January 31, 1963
Work started	February 28, 1963
Per cent completed	99% Date 11-29-63
No. of Workdays Allowed	100
No. of Workdays Used	105
No. of Added Workdays Requested	18

The orderly and economical schedule for the concrete paving on this job required that the paving commence at the north end of the project and proceed to the south. This was due to the need for cure time between the two 24' lanes at the north end. The north end grading work was under contract to another contractor and we did not have complete access to this area until July 12th. We were first able to work in this area July 1st., however, our progress was restricted.

We believe that we are entitled to an increase in time for performance of the contract of 18 days. These are for all workdays charged (16) prior to July 1 and for half the workdays charged (2) between July 1 and July 12.

RECEIVED
DEC 20 1963
FOR FILING

6219

December 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 474, covering warning lights and barricades on the E. Shaver St.-Morrison Bridge Interchg. Section of the Pacific (Eastbank Freeway) Highway in Multnomah County, Contract No. 6218 in connection with Federal-Aid Project No. I-5-6(38)302.

This work is necessary to warn and direct traffic until the mainline Banfield Interchange Structure and the E. Marquam Connections are completed.

The Resident Engineer's letter giving more detail of the work to be done is attached.

The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on the verbally agreed estimated basis of $415.00 for barricade lights, with Federal participation of $373.00, under the provisions of PPM 21-6.3 is requested.

This work was verbally recommended for approval by the BPR Area Engineer, December 13, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

Enc.

RECEIVED
DEC 11 1963

FOR FILING

[illegible]

December 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 - Supplemental, covering repair of slope damage on the N. Shaver St.-Morrison Bridge Interchange Section of the Pacific Highway in Multnomah County, Contract No. 6218, in connection with Federal-Aid Project No. I-5-6(38)302.

This supplemental order is to cover additional erosion damage to existing slopes. The original order was approved by the BPR on June 6, 1963.

This work was verbally recommended for approval by the BPR Area Engineer December 3, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosure

DBP:ia

6218 –

RECEIVED
OCT 18 1963
FOR FILING
I - 6(10)
6218

N. SHAVER ST.-MORRISON BRIDGE INTERCHANGE UNIT
EAST BANK FREEWAY

Item & Quantity		Unit Price	Amount
* 8-inch Standard Reinf. Conc. Pavement	5,000 Sq.Yd.	$ 5.50	$ 27,500.00
* 8-inch Continuously Reinf. Conc. Pavement	47,000 Sq.Yd.	6.50	305,500.00
Pavement Terminal Anchors	1,600 Lin.Ft.	20.00	32,000.00
TOTAL			$365,000.00

*All joints, dowel bars, tie bars, reinforcement, etc. are included in the square yard payment.

RECEIVED
OCT 14 1963

FOR FILING

6218

October 11, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith is the approved BPR Division file copy of Order for State Force Work No. 3-Supplemental, Account No. 224-238, covering seeding and mulching on the E. Shaver-Morrison Bridge Interchange Unit Eastbank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6218, in connection with Federal Aid Project No. I-5-6(38)302.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $2,600, with Federal participation of $2,340.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
OCT 9 1963
FOR FILING

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6218

October 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering soil sterilant on the areas falling under the paved berm on the N. Shaver St.-Morrison Br. Interchange Unit, Eastbank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6218 in connection with Federal-Aid Project No. I-5-6(38)302.

This work is necessary to prevent the growth of grass and weeds through the paved berm.

This work was verbally recommended for approval by the BPR Assistant Area Engineer, October 3, 1963. Your approval of the Order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
OCT 10 1963

FOR FILING

6218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 2, 1963

SUBJECT: Banfield Interchange and +6133
Shaver-Morrison Bridge Section # 6218

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

Our latest analysis of the opening date for these projects results in a prediction of about December 1, 1963. It will probably evolve that the connections between the Banfield and the north section of the Eastbank will be opened a short time before the connections between the Banfield and the Morrison Bridge Section.

It is our estimate that the main line structure in the Banfield Interchange will still be opened about July 1 of 1964.

So that there will be no confusion, I enclose a sketch map outlining exactly what portions of these projects we are talking about.

We will keep you advised of any changes in this prediction as they occur.

Original Approved by F. B. Klaboe

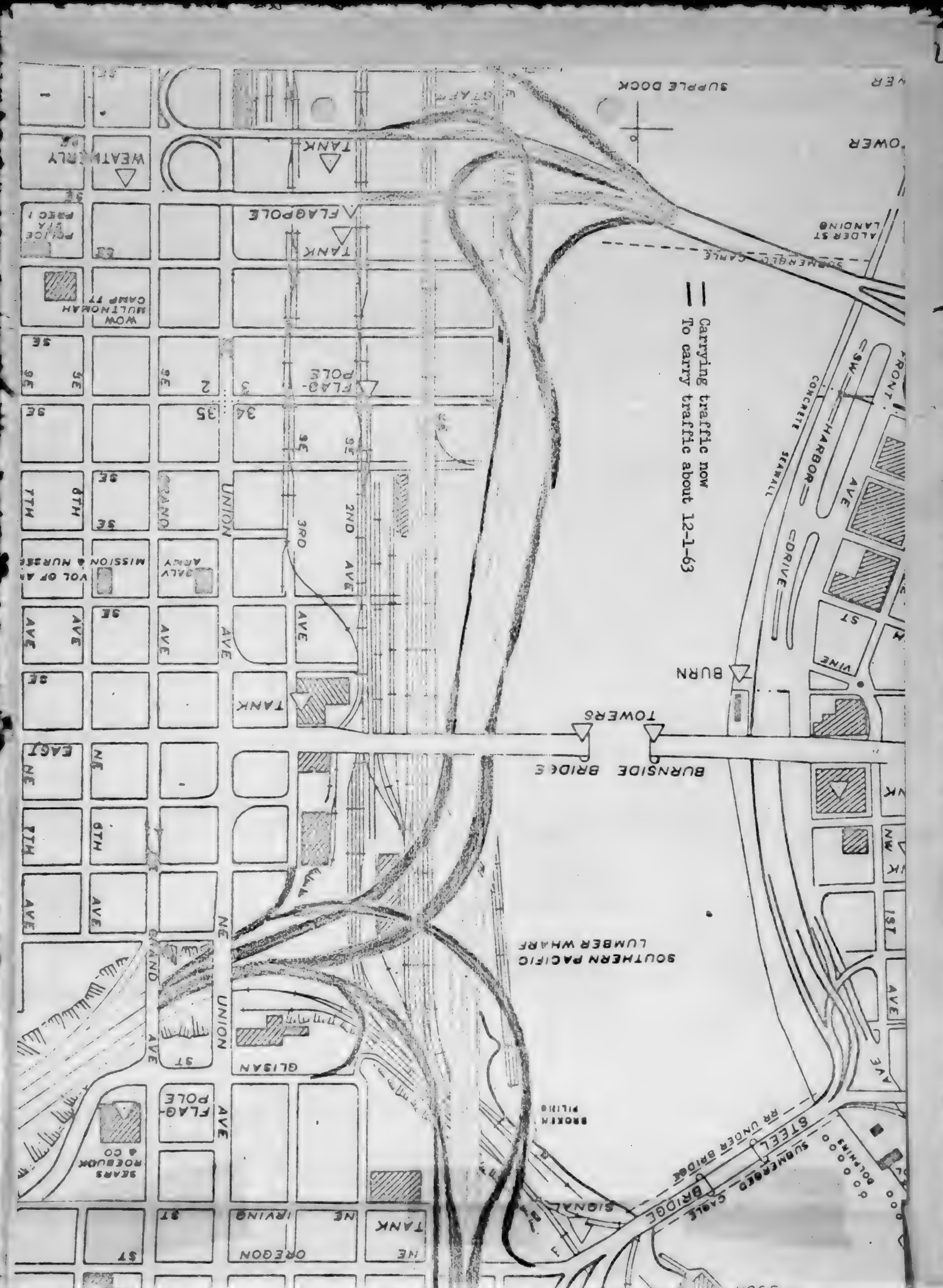
F. B. Klaboe
Metropolitan Engineer

FBK:sb

Enclosure

cc Mr. Lloyd P. Shaw
Mr. Ivan D. Merchant
Mr. William Maltby
Mr. J. X. Wilson

NOTED
LLOYD P. SHAW


Carrying traffic now
To carry traffic about 12-1-63
SUPPLE DOCK
TOWER
ALDER ST LANDING
SUBMERGED CABLE
WEATHERLY
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FLAGPOLE
POLICE STA PREC 1
WOW MULTNOMAH CAMP 77
FLAG-POLE
SW HARBOR DRIVE
CONCRETE SEAWALL
FRONT AVE
VINE
ST
BURN
TOWERS
BURNSIDE BRIDGE
7TH
6TH
GRAND
UNION AVE
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SALV ARMY
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GLISAN ST
SEARS ROEBUCK & CO
BROKEN PILING
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RR UNDER BRIDGE
SUBMERGED CABLE
DOLPHINS
SIGNAL
NE IRVING ST
NE OREGON ST
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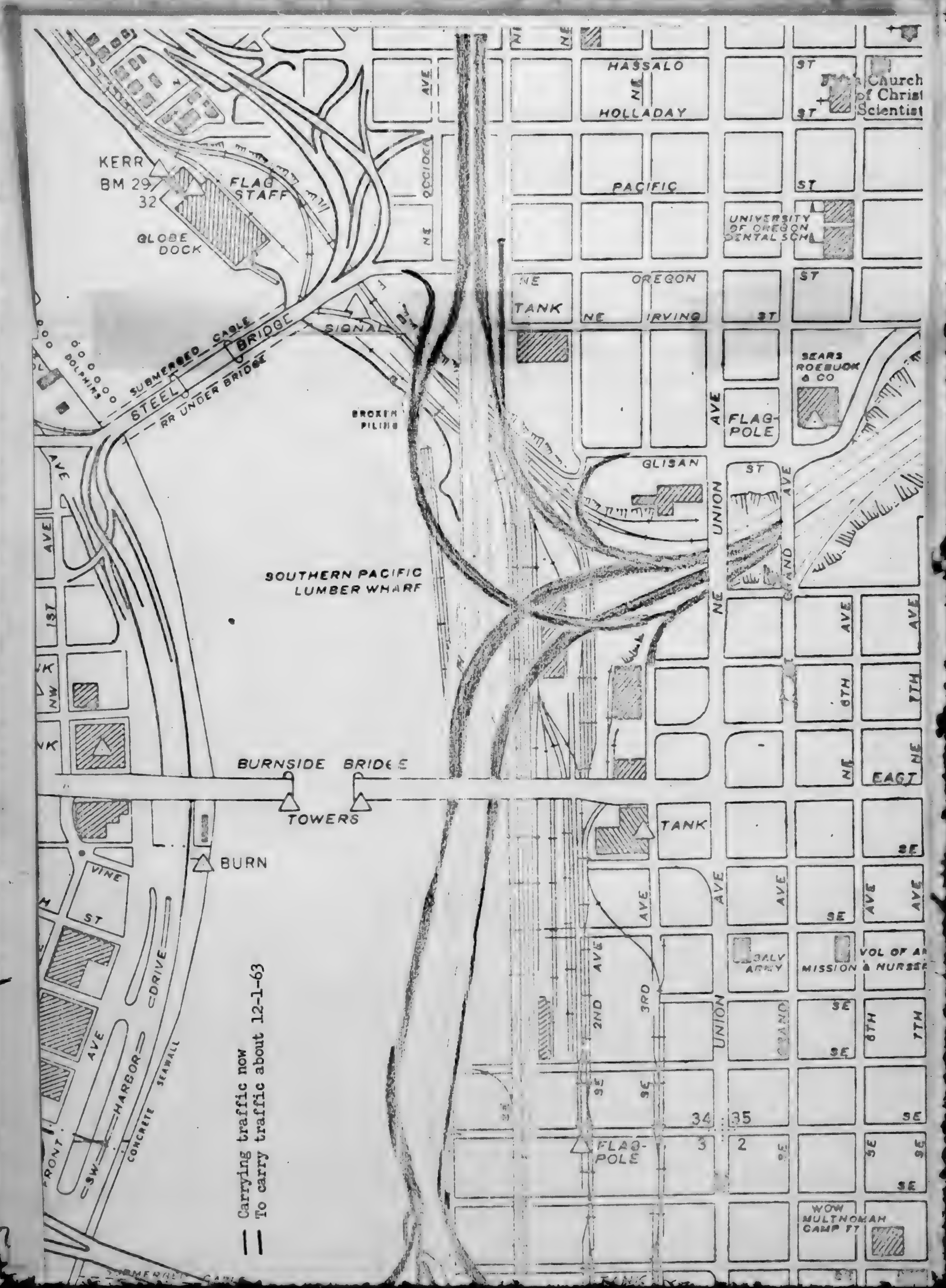
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35
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WOW MULTNOMAH CAMP 77
Carrying traffic now
To carry traffic about 12-1-63

RECEIVED
AUG 14 1963
FOR FILING

6218

August 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the repair of soft spots in subgrade on the N. Shaver St.-Morrison Bridge Interchange Unit, Eastbank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6218 in connection with Federal-Aid Project No. I-5-6(38)302.

Soft spots have developed in the subgrade south of the Burnside Bridge. It is necessary to excavate, aerate and backfill to correct this condition.

This work was verbally recommended for approval by the BPR Area Engineer August 6, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
AUG 9 - 1963
FOR FILING

FORM [illegible] 10-62 46823

6315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1963

SUBJECT: No. Shaver St.-Morrison St. Section

To: **MEMO TO THE FILES**

On July 29 a meeting was held between the construction office and the steel supplier on subject project. Those in attendance were Messrs. L. P. Shaw, F. D. Morgan, F. B. Klaboe, H. A. Schell of the Bureau of Public Roads, and Mr. Lewis and Mr. Webster of Soulle Steel, and myself.

The point of discussion was the revision of steel mats due to low ultimate strength. Many of the mats had been reannealed in an attempt to bring the ultimate strength to the required specifications. However, approximately 50% of the steel failed.

Mr. Schell of the Bureau of Public Roads was requested to contact his superiors and obtain from them a decision as to whether or not they would be agreeable to a lowering of the ultimate strength to 85,000 psi, based on the fact that the difference of the elongation between the 85,000 and the 90,000 was so small that no real benefit would accrue from obtaining the specified strength.

Mr. G. R. Brooks, Bureau of Public Roads Area Engineer, advised me on the morning of July 30th that the Bureau had not changed their thinking and that we should still require the specified strength. Mr. Klaboe was so advised.

J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

NOTED
LLOYD B. SHAW

JFP:bjh

cc: A. W. Parsons
L. B. Shaw
F. B. Klaboe

RECEIVED
JUL 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1963
FOR FILING

6218

July 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-238, covering seeding and mulching on the N. Shaver St.-Morrison Bridge Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6218, in connection with Federal-Aid Project No. I-5-6(38)302.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $2,000, with Federal participation of $1,800.

This work was verbally recommended for approval July 15, 1963, by the BPR Area Engineer. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

Enc.

DBP:pal

RECEIVED
JUL 22 1963

FORM E-30X—50M—10-62 46823

FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1963

SUBJECT: N. Shaver St.-Morrison Bridge Interchange
Pacific Highway (East Bank)
Contract No. 6218

To: MEMO TO THE FILES

The portland cement concrete on this project is scheduled to start July 16, 1963. This memo is to advise the status of the bar mat reinforcing material required.

It will be recalled that welding in the fabrication of mats tended to create some weakness at the point of weld. All tests met the 60,000 lb. minimum yield strength while a certain number failed the 90,000 lb. tensile strength, with all failures being at the point of weld.

The contractor was advised of this, and, that any material which did not meet strength requirementswas unacceptable. He believes a refinement in the welding process has been found which will not weaken the longitudinal bars to any degree. However, this has not been proven to complete satisfaction and must be verified by further tests. Until the welded sections can meet the strength tests, the mats will be formed by hand ties.

G. L. Decker

G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: A. W. Parsons
L. P. Shaw
F. B. Klaboe

ED
[illegible]D P. SHAW

RECEIVED
JUL 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 10 1963

FOR FILING

[illegible]

6218

July 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5, covering soft spots in subgrade on the N. Shaver-Morrison Bridge Interchange Unit, Eastbank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6218 in connection with Federal-Aid Project No. I-5-6 (38)302.

This work is necessary to stabilize subgrade through refuse dump. Attached are copies of Mr. Maltby's letter explaining in more detail the need for this correction.

This work was verbally recommended for approval by the BPR Area Engineer, June 25, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By JHK

L. H. Young
Office Engineer

DHP:ra
Enc.

RECEIVED
JUL 10 1963

FOR FILING

I-5-6(38) [illegible]
6218

July 9, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6, covering extra work involved in demolition of existing wall and excavation for new wall construction on the N. Shaver St. - Morrison Bridge Interchange Unit, Eastbank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6218 in connection with Federal-Aid Project No. I-5-6(38)302.

It is necessary to excavate and demolish existing wall in the Morrison Bridge Interchange area to prepare for reconstructing new wall to take care of the excessive settlement in this area.

This work was verbally recommended for approval by the BPR Area Engineer June 17, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By LHY
L. H. Young
Office Engineer

DBP:es
Enc.

RECEIVED
JUL 1 2 1963

FOR FILING

-6(38)

218

477 Cottage Street, N. E.
Salem, Oregon

July 2, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project I-5-6(38)302 N. Shaver Street-Morrison Bridge Inter. - Order No. 2 for State Force Work

Reference is made to your letter dated June 26, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED
LLOYD P. SHAW

original To Young
with attach.
7-12-63

RECEIVED
JUN 26 1963
FOR FILING

6218

June 26, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 279, covering the flushing and cleaning of existing storm drainage facilities on the N. Shaver St.-Morrison Bridge Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6218 in connection with Federal-Aid Project No. I-5-6(38)302.

In order to complete the work of repairing and cleaning the drainage facilities under Order for Extra Work No. 2, special equipment is required. The State or City has the only available special equipment with operator.

This Order for State Force Work is to cover the furnishing of the State-owned eductor with operator. This has been checked with and verbally recommended for approval by the BPR Area Engineer June 24, 1963. Your approval as of that date in connection with work under Order for Extra Work No. 2 is requested.

The total estimated amount of the order is $400.00 with Federal participation of $360.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
JUL 1 - 1963

FOR FILING

6218

Oregon State Highway Dept.
5821 N.E. Glisan St.
Portland 13, Oregon
June 20, 1963

Peter Kiewit Sons' Co.
P.O. Box 1777
Vancouver, Wash.

Attention: Mr. E.C. Lynch

Re: Welded Re-bar Mats for P.C.S.
N. Shaver - Morrison Br. Inch. Unit
East Bank Freeway
Contract: 6218

Dear Mr. Lynch:

Since writing you on June 19, 1963 we obtained 24 additional test samples of the re-bar mats. The same pattern that has been established on previous test continues to prevail. As a matter of fact,the results of these tests were even poorer than earlier ones . 12 of the 24 samples failed to pass the 90,000 p.s.i. tensile strength requirement.

Under the circumstances we believe that your welding process is faulty and have no alternative but to reject all these mats manufactured to date.

Very truly yours,
William E. Maltby
William E. Maltby
Resident Engineer

cc: Soule' Steel Co.
Mr. L.P. Shaw
Mr. F.D. Morgan
Mr. G.W. Harra
Mr. F.B. Klaboe
Mr. Ed [illegible]

RECEIVED
JUN 20 1963
FOR FILING

6218

Salem, Oregon
June 19, 1963

Oregon Project I-5-6(38)302
Bar Mat Reinforcement
North Shaver Street-Morrison
Bridge Interchange

Mr. F. D. Morgan
Construction Engineer
Building

I am returning your rough draft of reply to Division Engineer A. W. Parsons, BPR. I feel we cannot permit use of material which shows preponderantly uncertain or below specification characteristics.

Please have Mr. Klaboe issue a notice of rejection of all mats produced to this date. If it can be shown conclusively that those tested and found unsatisfactory were so classified in error, they can later be accepted. Any mats found satisfactory up to this time should be tested again to assure acceptability.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

RECEIVED
JUL 1 - 1963
FOR FILING

7

FORM E-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 19, 1963

PETER KIEWIT SONS' COMPANY
P. O. Box 1777
Vancouver, Washington

ATTENTION: Mr. E. C. Lynch

RE: Welded Re-bar Mats for P.C.C.
N. Shaver-Morrison Br. Inch. Unit
Eastbank Freeway
Contract: 6218

Dear Mr. Lynch:

Reference is made to our telephone conversation of June 18, and several prior to this date, concerning the welded bar mat reinforcing for this project.

Soule' Steel Company has completed fabrication of approximately 1500 mats (18,000 L.F.) from which we have taken 31 test samples. The 31 test samples include 24 primary tests and 7 retests. Results from the 31 test samples are made up of 18 samples passing, and 13 samples failing the requirements as established by the contract special provisions for tensile strength of 90,000 psi.

At the present time, the high percentage of failures and the erratic pattern established by the tests make the suitability of this material questionable.

We have worked closely with your supplier attempting to determine the cause of failure. However, neither he or our inspectors have been able to "pin-point" the trouble, or to establish a system which will guarantee consistent passing results.

We solicit your comments concerning alternate methods of fabrication or a method of welding which will produce the required product.

Very truly yours,

William E. Maltby

William E. Maltby
Resident Engineer

WEM:sb

cc: Soule' Steel Co.
✓ Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. G. W. Harra
Mr. F. B. Klaboe
Mr. Ed Rief

RECEIVED
JUN [illegible]

FOR FILING

6-11

477 Cottage Street N.E.
Salem, Oregon

June 11, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-6(38)302 N. Shaver St.-Morrison Bridge Inter.
Test reports for mat reinforcement

Test reports for mat reinforcement dated June 6, 1963 indicate that five out of eight samples failed to pass the ultimate tensile strength requirement of 90,000 psi in the billet steel specifications. Although welding is not prohibited, it is discouraged and it is possible that the contractor's welding procedure should receive close scrutiny in order to maintain adequate control to insure a specification product. Every effort should be made to assist the contractor in pinpointing his improper procedure (perhaps more careful control of heat is necessary). Those mats that failed to meet specifications should be discarded and not utilized in the project. If the welding problem is not solved quickly, it would seem to be advisable to reevaluate the entire welding procedure with the view toward assurance of attaining specification objectives.

Please advise this office as to what action you are taking to correct the condition indicated by the above mentioned unsatisfactory test results.

copies to Morgan
Harza
6-11-63

NOTED
LLOYD P. SHAW

RECEIVED
JUN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1963

FOR FILING

6-17

477 Cottage Street N. E.
Salem, Oregon

June 7, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

I-5-6(38)302
N. Shaver Street - Morrison Bridge Interchange Unit
Welded Mat Reinforcement

We find little, if any, basis of rejection of the welded wire mats fabricated to date on the above contract as shown in your laboratory reports submitted. Only one sample out of six failed the ultimate tensile strength requirement of 90,000 pounds per square inch. In view of the wording of your specifications, we do not feel this is sufficient cause for abandoning the welding procedure; however, it does indicate a potential problem and should be carefully observed throughout the course of work. We certainly encourage sufficient testing through the welded area to insure a quality product.

It is unfortunate that special provisions did not completely clarify the AASHO M-54 and M-185 specifications for welding high grades of billet or actual steel. Any future contracts which include the welded mat should be clarified. It appears that the contractor is exercising much caution in welding to insure the minimum yield and ultimate tensile strengths are maintained. Any test reports that indicate failure will certainly be considered cause for rejection of the mat in question. We will concur in acceptance of the mats already fabricated and tested, but will reserve judgment on future mats until adequate testing is performed and reviewed.

NOTED
LLOYD P. SHAW

RECEIVED
JUN 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

6-10-63

2

RECEIVED
JUN 4 1963
FOR FILING

I-5-6(38)302
6211

June 3, 1963

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: Project I-5-6(38) 302
N. Shaver Street-Morrison
Bridge Interchange Unit
East Bank Freeway - Portland

On May 17, you recommended that the State prohibit welding of the steel bar mats that are to be used on this continuously reinforced portland cement concrete project.

We find that the contractor has started to fabricate the materials and has been assembling them by means of welding. Tests to date, however, indicate that the ultimate strength and elastic limit exceed the specified 90,000 pounds and 60,000 pounds per square inch, respectively. Only one sample has failed on tensile strength by a small amount.

Inasmuch as the contractor has already started this procedure and, further, that the method of welding used does not lower the elastic limit or the ultimate strength below that specified, we would appreciate your concurrence in welding on this project.

It is the Department's intention to make sufficient tests so that we will be assured that a specified product is being obtained.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Att. two copies of each Lab Report
to letter to the Bureau.

RLP:ms
cc Mr. Forrest Cooper
Mr. F. D. Morgan
Mr. F. B. Klaboe
Mr. Lloyd Shaw

Form E-67—15M—6-62

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

LABORATORY REPORT

Project N. Thayer St.-Morrison Bridge Inter.
Highway Pacific
Contractor Peter Kiewit Sons Co.
Contract No.
Submitted by Ed J. Rief

Prefix No. 626-1090
County Mult.
F. A. Project No. I-5-6(38)302
Date reported May 22, 1963

REPORT ON SAMPLE OF Reinforcing STEEL

Source of material
Sampled at [illegible] Steel Co.
To be used Pavement Mat.
Sampled by Rief

Date received May 17, 1963
Quantity represented

TEST RESULTS

Laboratory No.	663481	663482	663483	663484
Data Sheet No.	A7414			
Sample No.	1	2	3	4
Description	5	5	5	5
Heat No.				
Quantity represented, lbs.				
Area, square inches	[illegible]	.304	.306	.300
Elastic limit, lbs., per sq. in.	[illegible]	68100	[illegible]	68000
Tensile str., lbs., per sq. in.	--	94100	92900	91300
Elongation, per cent	6.0	7.5	5.5	5.5
Reduction in area				
Fracture				
Bend test				
Weight per lineal foot, lbs.	1.030	1.035	1.033	1.020
Deformations:				
Gap	OK	OK	OK	OK
Spacing	OK	OK	OK	OK
Height	OK	OK	OK	OK
Color				
Remarks:				

RECOMMENDATIONS

Material as represented by these samples is suitable for use. All samples broke at weld.

TEST REPORT DISTRIBUTION
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer [illegible]
Resident Engineer [illegible]
Dist. Maint. Sup't
Files

Engineer of Materials

State Printing 44050

Form E-97—18M—6-62

O GON STATE HIGHWAY DEPARTM
MATERIALS DIVISION

LABORATORY REPORT

Project	N. Shaver St. - Morison Bridge Inter.	Prefix No.	626-1090
Highway	Pacific	County	Multnomah
Contractor	Peter Kiewit Sons Co. Contract No. 6218	F. A. Project No.	1-5-6(38)302
Submitted by	Ed J. Rief	Date reported	May 28, 1963

REPORT ON SAMPLE OF MAT REINFORCING **STEEL**

Source of material			
Sampled at	Soule Steel Co. Whse.		
To be used	Pavement Mat	Date received	May 23, 1963
Sampled by	Ed Rief	Quantity represented	5048

TEST RESULTS

Laboratory No.	639514	639515	639516
Data Sheet No.	A7553		
Sample No.	1	2	3
Description			
Heat No.			
Quantity ~~represented, lbs.~~ represented lin ft.	5048	5048	5048
Area, square inches	.310	.299	.309
Elastic limit, lbs., per sq. in.	70300	66900	67600
Tensile str., lbs., per sq. in.	93500	92600	84100
Elongation, per cent	3.0	4.0	2.0
Reduction in area			
Fracture			
Bend test			
Weight per lineal foot, lbs.	1.054	1.018	1.050
Deformations:			
Gap	OK	OK	OK
Spacing	OK	OK	OK
Height	OK	OK	OK
Color			
Remarks:			

RECOMMENDATIONS

Material as represented by these samples is suitable for use.
except Lab. # 639516
Low Tensile Strength

TEST REPORT DISTRIBUTION

- Bureau of Public Roads
- ×Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- ×Division Engineer Klaboe
- ×Resident Engineer Maltby
- Dist. Maint. Sup't
- ×Files
- ×Rief

Engineer of Materials

State Printing 44050

FORM CD-11 (5-22-58)
(PRES. BY A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

Shaw
Note last ¶

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

DATE: May 17, 1963

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(37)18, 12th St.-N. Ashland Section
Welded Mat Reinforcement

Reference is made to your letter of April 29, 1963 discussing the specifications for bar mat reinforcement and requesting our approval of a modification of the specifications to allow a minimum of 70,000 psi tensile strength in the bars after welding.

Early tests of this steel before fabrication into welded mats, and later tests of bar stock removed from the mats (sections between welds) complied with the requirements for minimum yield and minimum tensile strength as given in AASHO M-185. These values are 60,000 and 90,000 psi, respectively. Subsequent tests made of sections of bar which had been welded to during fabrication of the mat met the minimum specified yield point of 60,000 psi but showed a large drop in tensile strengths. The average tensile strength dropped from over 100,000 before welding to about 80,000 psi after welding.

The specifications for this project state that bar mats shall conform to AASHO M-54 except that the No. 5 longitudinal bars shall be 60,000 psi minimum yield strength deformed billet steel bars conforming to AASHO M-185. There is some question in our mind as to the applicability of Section 8 of M-54 to the subject project. M-54 provides for the use of three types of steel and states that the hard grades of these three types of steel should not be welded. It follows then that Section 8 applies only to non-hard grades of steel. The special provisions for this project calls for steel conforming to M-185, which we consider to be a hard grade of steel. Since M-185 is silent on the subject of welding, we feel that the requirements therein for elongation and minimum tensile strength do not necessarily apply to bar specimens tested across points of weld. In view of these questions as to the applicability of provisions in the specifications pertaining to welding, we will accept the steel on the subject project on the basis of tests of non-welded specimens. On that basis the steel is satisfactory.

NOTED
LLOYD P. SHAW

-more-

In the design of this pavement, the primary consideration was that the longitudinal steel have a minimum yield point of 60,000 psi. This theory agrees with recent recommended practice for continuous pavement reinforcement, which places emphasis on yield point rather than ultimate strength. As stated previously, all tests on the subject steel, even those across points of weld, were well above the minimum specified 60,000 psi. This information is included as further justification for acceptance of the steel used on this project.

In view of the demonstrated reduction in both ultimate strength and ductility of this type of steel when welded, we recommend that welding of this type steel be prohibited on future projects. For Project I-5-6(38)302, North Shaver-Morrison Section in Portland, which project is now under contract, we also recommend that welded bar mats not be permitted.

NOTED
LLOYD P. SHAW

RECEIVED
MAY 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]-7532

RECEIVED
MAY 27 1963
FOR FILING

I-5-6([illegible]

6218

May 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4, covering repair of slope damage on the N. Shaver St.-Morrison Bridge Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6218 in connection with Federal-Aid Project No. I-5-6(38)302.

The erosion damage to existing slope through the winter was more than anticipated and additional work will be necessary to repair slope satisfactorily.

This is an anticipated item of the contract and $2,000 is included in the Project Authorization to cover it. The Order is also to include mulching of slopes as an additional precaution against further erosion.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
MAY 27 1963

FOR FILING

May 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering directional signing on the N. Shaver St.-Morrison Bridge Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6218 in connection with Federal-Aid Project No. I-5-6(38)302.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
MAY 27 1963
FOR FILING

May 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging on the N. Shaver St.-Morrison Bridge Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6218 in connection with Federal-Aid Project No. I-5-6(38)302.

Very truly yours

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
MAY 27 1963

FOR FILING

I [illegible]

May 24, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering the repair of existing drainage facilities on the N. Shaver St.-Morrison Bridge Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6218, in connection with Federal-Aid Project No. I-5-6(38)302.

Winter rains with heavy concentration of surface water run-off have caused erosion materials to block storm sewers. These facilities will be cleaned and repaired.

This is an anticipated item of the contract and funds are included in the Project Authorization to cover the work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
APR 5 - 1963
4-44
FOR FILING

I-5-6(38)302
6218

Monthly transaction number	Form -2A (5-31 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County **Multnomah**
Project report number 8		Project number **I-5-6(38)302**

The Project Agreement for the above-referenced project entered into between ~~the undersigned parties~~ and executed by the Division Engineer on **January 7**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project	$ **1,120,596.00**
Revised Federal funds	$ **1,030,000.00**

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **3** day of **April**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd S. Shaw

Asst. **State Highway Engineer**
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ XX **A. W. Parsons**
Division Engineer

L.R. Backlund
By: L. R. Backlund
Administrative Manager

USComm-DC 11170

Federal-Aid
Project I-5-6(38)302

Oregon State Highway Department

NORTH SHAVER STREET-MORRISON BRIDGE INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Estimate revised to include all work retained in P.S. & E. status.)

Salem, Oregon, March 14, 1963

Type Code 7221
6-lane Roadway (287+50 to Sta. 300+01.06)(Contract 6218)

Removal of Miscellaneous Concrete and Masonry	All Req. (50%)		$ 2,500.00
Drainage Excavation, Unclassified	220 cu.yd.	$ 3.50	770.00
General Excavation, Unclassified	1,040 cu.yd.	0.50	520.00
Finishing Roadbed and Slopes	All Req. (25%)		2,000.00
8-inch Sewer Pipe	280 lin.ft.	2.50	700.00
6-inch Perforated Metal Drain Pipe	1,380 lin.ft.	1.70	2,346.00
Special Backfill in Drains	80 cu.yd.	8.00	640.00
Concrete Inlets, Type "B"	4 only	75.00	300.00
Concrete Curbs	34 cu.yd.	44.00	1,496.00
Concrete Walks and Surfacing	60 sq.yd.	3.00	180.00
6-foot Chain-Link Fence	200 lin.ft.	2.45	490.00
Wood Felloe Guard	1,200 lin.ft.	1.40	1,680.00
Portable Barricades	7 only	70.00	490.00
Median Barrier	600 lin.ft.	4.05	2,430.00
Type 2 Barricade	1,560 lin.ft.	3.50	5,460.00
Rail End Pieces	2 only	4.50	9.00
Salvage and Reinstall Type 2 Barricade	80 lin.ft.	0.80	64.00
Guide Posts, PY-2	8 only	9.00	72.00
Coarse Crushed Material in Base	12,000 ton	2.40	28,800.00
3/4" - 0 Material in Base	1,940 ton	2.90	5,626.00
Sprinkling	270 M-gal.	3.00	810.00
Preparation of Base	All Req. (15%)		600.00
3/4" - 0 Material in Binder Course	50 cu.yd.	5.20	260.00
MC-250 Asphalt	8 ton	55.00	440.00
Class "B" Asphaltic Concrete	1,760 ton	6.40	11,264.00
Asphaltic Concrete Traffic Markers, Type "L"	330 lin.ft.	1.00	330.00
8-inch Continuously Reinforced Concrete Pavement	13,000 lin.ft.	6.50	84,500.00
Pavement Terminal Anchors	400 lin.ft.	20.00	8,000.00
Shoring, Cribbing, etc.	All Req.		100.00
Structural Excavation	525 cu.yd.	1.70	892.50
Structural Excavation Below Elevation Shown	50 cu.yd.	2.80	140.00
Class "A" Concrete (455 cu.yd. $75.00)	All Req.		40,000.00
Metal Reinforcement (55,500 lb. $0.14)	All Req.		10,000.00

Metal Handrail	725 lin.ft.	$ 14.00	$ 10,150.00
4-inch Standard Steel Pipe	65 lin.ft.	8.00	520.00
			$224,579.50

Flagging (57½% of Contractor's Cost)	All Req.	$ 1,000.00
Signing (Temporary)	All Req.	200.00
Move Private Sign	All Req.	250.00
Reshape Existing Slopes	All Req.	400.00
		$ 1,850.00

Utility

Work by City of Portland (Reset Fire Hydrant)	All Req.	$ 510.00

Subtotal	$226,939.00
10% Engr. & Cont.	22,693.00
Total	$249,632.00

Length of 6-Lane Roadway - - - 0.237
Cost of Roadway Per Mile - - - $1,053,299.57

Type Code 7221
4-lane Roadway (Sta. 300+01.06 to Sta. 411+00)(Contract 6218)

Removal of Miscellaneous Concrete and Masonry	All Req. (50%)		$ 2,500.00
Drainage Excavation, Unclassified	480 cu.yd.	$ 3.50	1,680.00
General Excavation, Unclassified	40,960 cu.yd.	0.50	20,480.00
Short Overhaul	192,000 yd.sta.	0.005	960.00
Long Overhaul	2,400 C-yd.sta.	0.50	1,200.00
Furnishing and Placing Topsoil	3,060 cu.yd.	3.50	10,710.00
Finishing Roadbed and Slopes	All Req. (75%)		6,000.00
8-inch Sewer Pipe	720 lin.ft.	2.50	1,800.00
Extra for Pipe under Pavement	56 lin.ft.	6.00	336.00
8-inch Corrugated Steel Pipe	520 lin.ft.	2.50	1,300.00
8-inch Corrugated Steel Pipe, 14 Gage	140 lin.ft.	3.00	420.00
6-inch Perforated Metal Drain Pipe	2,950 lin.ft.	1.70	5,015.00
8-inch Perforated Metal Drain Pipe	56 lin.ft.	2.50	140.00
Special Backfill in Drains	200 cu.yd.	8.00	1,600.00
Concrete Inlets, Type "B"	2 only	75.00	150.00
Concrete Inlets, Type "P"	4 only	75.00	300.00
Concrete Inlets, Type "G-1"	20 only	80.00	1,600.00
Concrete Inlets, Type "CG-1"	16 only	100.00	1,600.00
Concrete Curbs	766 cu.yd.	44.00	33,704.00
Concrete Walks and Surfacing	2,440 sq.yd.	3.00	7,320.00
Concrete in Islands	420 cu.yd.	32.00	13,440.00
1-inch Electrical Conduit	200 lin.ft.	1.30	260.00
1-1/4 inch Electrical Conduit	370 lin.ft.	1.40	518.00

1-1/2 inch Electrical Conduit	1,020 lin.ft.	$ 1.50	$ 1,530.00
2-inch Electrical Conduit	80 lin.ft.	1.70	136.00
Galvanized Junction Boxes	2 only	50.00	100.00
1-1/4 inch Galvanized Water Pipe	170 lin.ft.	1.60	272.00
1-1/2 inch Galvanized Water Pipe	220 lin.ft.	1.80	396.00
2-inch Galvanized Water Pipe	170 lin.ft.	2.00	340.00
2-1/2 inch Galvanized Water Pipe	70 lin.ft.	2.50	175.00
3-inch Galvanized Water Pipe	520 lin.ft.	3.20	1,664.00
6-foot Chain-Link Fence	3,800 lin.ft.	2.45	9,310.00
4' x 6' Walk Gates	5 only	90.00	450.00
Portable Barricades	7 only	70.00	490.00
Guard Rail	6,600 lin.ft.	2.70	17,820.00
Median Barrier	8,400 lin.ft.	4.05	34,020.00
Type 2 Barricade	440 lin.ft.	3.50	1,540.00
Rail End Pieces	48 only	4.50	216.00
Salvage and Reinstall Type 2 Barricade	820 lin.ft.	0.80	656.00
Guide Posts, PY-2	62 only	9.00	558.00
Guide Posts, PY-3	1 only	10.00	10.00
Coarse Crushed Material in Base	55,500 ton	2.40	133,200.00
3/4" - 0 Material in Base	8,960 ton	2.90	25,984.00
Sprinkling	1,430 M-gal.	3.00	4,290.00
Preparation of Base	All Req. (85%)		3,400.00
3/4" - 0 Material in Binder Course	330 cu.yd.	5.20	1,716.00
MC-250 Asphalt	48 ton	55.00	2,640.00
Class "B" Asphaltic Concrete	10,240 ton	6.40	65,536.00
Class "C" Asphaltic Concrete	190 ton	8.40	1,596.00
Asphaltic Concrete Traffic Markers, Type L	50 lin.ft.	1.00	50.00
12-inch Reinforced Concrete Bridge End Panels	3,200 sq.yd.	10.00	32,000.00
8-inch Standard Reinforced Concrete Pavement	5,000 sq.yd.	5.50	27,500.00
8-inch Continuously Reinforced Concrete Pavement	34,000 sq.yd.	6.50	221,000.00
Pavement Terminal Anchors	1,200 lin.ft.	20.00	24,000.00
Refinish Existing Walls	4,400 sq.yd.	0.90	3,960.00
Finish Body Wilhelm Wall	700 sq.yd.	6.20	4,340.00
Class "A" Concrete in Walls	210 cu.yd.	87.00	18,270.00
Metal Reinforcement in Walls	20,200 lb.	0.19	3,838.00
Metal Parapet Railing	2,000 lin.ft.	2.50	5,000.00
Electrical Conduit in Walls	1,750 lin.ft.	1.40	2,450.00
			$763,486.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 1,500.00
Signing (Temporary)	All Req.		200.00
Repair Drainage Facilities	All Req.		25,000.00
Reshape Existing Slopes	All Req.		1,600.00
			$ 28,300.00
	Subtotal		$791,786.00
	10% Engr. & Cont.		79,178.00
	Total		$870,964.00

Length of 4-Lane Roadway - - - - - 1.130 Miles
Length of 7 Structures - - - - - - 0.991 Mile (Exceptions)
Total Length - - - - - - - - - - - 2.121 Miles
Cost of Roadway Per Mile - - - - - $770,764.60

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
6-Lane Roadway	$ 249,632.00	$ 229,000.00	$20,632.00
4-Lane Roadway	870,964.00	801,000.00	69,964.00
	$1,120,596.00	$1,030,000.00	$90,596.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

NORTH SHAVER STREET-MORRISON BRIDGE INTERCHANGE SECTION

PROJECT NO. I-5-6(38)302

Estimated cost of work by the City of Portland.

Fire Hydrant Relocation

Labor	$318.00
Materials	132.00
Equipment	60.00
	$510.00

RECEIVED
MAR 27 1963

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-6(38)302

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 22, 1963

Bureau of Water Works
City Hall
Portland 4, Oregon

ATTENTION: Mr. H. K. Anderson

Re: Fire Hydrant Adjustment
No. Shaver St.-Morrison Bridge
Interchange Section
Pacific Highway - Multnomah County
Project No. 1-56(38)302

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project have been approved by the State and Bureau of Public Roads. You are hereby authorized to proceed with the work as of March 14, 1963.

Prior to beginning work, please contact Mr. William E. Maltby, Resident Engineer for this project, 5821 N. E. Glisan Street, Portland 13, Phone BE. 5-8911, Extension 32, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to March 14, 1963, will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

TWL:bjh

cc: A. W. Parsons
L. P. Shaw
L. H. Young
C. H. Maison
F. B. Klaboe
W. E. Maltby
E. E. Johnston
J. M. Cartwright

RECEIVED
MAR 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 27 1963
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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

[illegible]

6218

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

NOTED
R. L. PORTER

February 25, 1963

Commissioner William Bowes
Commissioner of Public Works

Mr. L. H. Rosenthal
City Engineer

Mr. Fred Fowler
Highway Coordinator

Mr. William Weller
Traffic Engineer

North Shaver St.-Morrison Br. Sec.
Eastbank Freeway
Prefix: 626-1090
Contract: 6218

Gentlemen:

This is to inform you that a contract has been awarded to the Peter Kiewit Sons' Company to construct 1.37 miles of pavement on the Eastbank Freeway from Shaver Street to the Morrison Bridge Interchange.

This work in addition to paving includes the construction of 45/100 of a mile of highway roadbed, the construction of a reinforced pedestrian overcrossing at Failing Street and the construction of 4,000 linear feet of six-foot chain length fence and other miscellaneous highway construction. The overall length of the project is 2.80 miles.

Mr. William Maltby will be our Resident Engineer on the project. His telephone number is 235-8911, extension 32. His home telephone number is AL2-7165. Any questions arising during the progress of this work should be directed to him.

F. B. Klaboe
Metropolitan Engineer

Jay B Boyd

By: Jay B. Boyd
Metropolitan Office Engineer

JBB:sb

cc: Mr. R. L. Porter
Mr. A. E. Johnson
Mr. E. E. Johnston
Mr. William Maltby

RECEIVED
FEB 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 1 - 1963

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I [illegible] 302

6217

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 31, 1963

Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington

Gentlemen:

The State Highway Commission on January 31, 1963 awarded to you State Highway Contract No. 6218 for the following project:

Paving and structures on N. Shaver St.-
Morrison Bridge Interchange Unit, East
Bank Freeway Section of Pacific Highway
in Multnomah County

This award was based on your low bid of $986,065.50 which was submitted to the Commission on January 29, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FEB 4 - 1963

FOR FILING

6218

477 Cottage Street, N.E.
Salem, Oregon

January 31, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-6(38)302
North Shaver St.-Morrison Bridge Interchange Section
Paving and Structure

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6218 to Peter Kiewit Sons Co. of Omaha, Nebraska, low bidder in the amount of $988,065.50 at the January 29, 1963 bid opening.

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Original To Young
2-4-63

RECEIVED
JAN 9 1963

FOR FILING
I 5 6 (38)
6218

477 Cottage Street, N.E.
Salem, Oregon

January 7, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

Oregon Project I-5-6(38)302
N. Shaver St.-Morrison Bridge Interchange Section
Paving and Structure

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that relocation advisory assistance was not required as indicated in Mr. Wright's January 3, 1963 letter.

We agree that the schedule of liquidated damages specified in PPM 21-7.1 dated November 26, 1962, which is included as an additional special provision, will be the basis of Federal participation in project costs in the event the contractor fails to complete the contract within the contract time.

Your January 3, 1963 and November 21, 1962 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
JAN 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Original To Young
1-9-63

I-80N-4 Arlington Viaduct Sec., 1964
Columbia River Hwy.
#6219 [redacted]

OREGON STATE HIGHWAY COMMISSION

[illegible] 66

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ----- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ----- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ----- Rufus-Arlington, Roadside Seeding
Contract No. 6671 ----- Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ----- Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ----- Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 12-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,295,561.35	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	436,188.50	311,438.59	308,531.26	2,907.33
6934	14,420.46	13,363.03	11,933.97	1,429.06
				$ 4,336.39

*** The above figures include Construction Engineering and Contingencies.**

Last report until additional contracts are awarded.

OREGON STATE HIGHWAY COMMISSION

9-12-66

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———————— Irrigon-Umatilla Section
Contract No. 5955 ———————— Boardman Jct.-Irrigon Section
Contract No. 6014 ———————— John Day River Bridge
Contract No. 6209 ———————— Blalock-Arlington, G
Contract No. 6219 ———————— Arlington Viaduct
Contract No. 6292 ———————— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———————— Heppner Jct. Interchange Structure
Contract No. 6349 ———————— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———————— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ———————— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ———————— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———————— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———————— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ———————— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ———————— Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ———————— Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 9-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,269,120.49	26,440.86
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	429,621.16	306,749.50	286,860.27	19,889.23
6934	-	-	-	-
				$46,330.09

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

8-11-66

Contract No. 5840 ———— Irrigon-Umatilla Section
Contract No. 5955 ———— Boardman Jct.-Irrigon Section
Contract No. 6014 ———— John Day River Bridge
Contract No. 6209 ———— Blalock-Arlington, G
Contract No. 6219 ———— Arlington Viaduct
Contract No. 6292 ———— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———— Heppner Jct. Interchange Structure
Contract No. 6349 ———— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ———— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ———— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ———— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ———— Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 8-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,455.73	665,095.68	665,095.68	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	19,443.52	23,755.50	-
6749	405,154.22	289,280.11	286,860.27	2,419.84
				$ 2,419.84

* The above figures include Construction Engineering and Contingencies.

RECEIVED
JUN 14 1966

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[illegible]

6219

June 14, 1966

Mr. Carl M. Halvorson
Carl M. Halvorson, Inc.
10626 S. W. Pacific Highway
Portland, Oregon

Re: Arlington Viaduct Section
John Day Lock and Dam
Contract No. 6219

Dear Mr. Halvorson:

Under date of April 15 the Corps of Engineers approved a settlement of $26,358.21 as a full and final adjustment of the claim for work on the Arlington Viaduct.

I would suggest that this matter be concluded by a meeting in my office among yourself, as the Subcontractor, Mr. Jordan, as the Prime Contractor, and myself at which time all parties being in agreement, release will be signed and the final payment delivered to you.

Would you please contact Mr. Jordan to determine a desirable time and confirm my availability by contact with my secretary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (encl.)

cc Col. Frank D. McElwee
Contracting Officer
Corps of Engineers
Walla Walla, Washington

TE:jwa

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

Klabo

NPWCO-CA

15 April 1966

EFERRED
BY SECRETARY

Re: Contract DA-45-164-CIVENG-61-103
Oregon Contract No. 6219
Arlington Viaduct Section
John Day Lock and Dam

Oregon State Highway Department
Highway Building
Center and Capital Streets
Salem, Oregon 97310

REFERRED TO
Edwards
BY ASST. STATE HWY. ENGR.

Gentlemen:

Reference is made to your letter dated 7 April 1966 concerning allowances to be made under a claim of your grading subcontractor relative to elimination of the "D" ramp excavation. I have reviewed your comments and also those contained in your previous letter dated 18 October 1965.

I agree that your contractor's claim has merit and that you are, under the terms of your contract, obliged to make an adjustment to the contractor. I find that the amount of $26,358.21, which you propose be paid as a full and final adjustment of the claim, was determined in accordance with your standards of price determination pursuant to provisions of your contract. I concur in your proposed settlement of the claim up to that amount.

NOTED
F. B. KLABO

I understand that the payment to the contractor in the amount of $26,358.21 will be made on condition that the contractor will furnish you a release from all further demands and claims for additional payments on account of the work performed under Contract No. 6219. I consider your procedure in this respect most appropriate.

Sincerely yours,

Frank D. McElwee
FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
APR 19 1966
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

4-20-66

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ——— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ——— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ——— Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 4-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,669.20	3,477,450.94	2,218.26
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	841,265.71	75,766.84
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	53,494.08	11,233.76	-	11,233.76
6749	228,768.98	163,347.05	-	163,341.05
				$ 259,609.39

* The above figures include Construction Engineering and Contingencies.

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I-80N-4

6219

April 7, 1966

4343

Colonel Frank D. McElwee
Contracting Officer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Re: Your File NPWCO-CA
Contract DA-45-164-CIVENG-61-103
Oregon Contract 6219
Arlington Viaduct Section
John Day Lock and Dam

Dear Sir:

Please refer to our previous communications regarding the grading subcontractor's claim on the above project, including our letter dated October 18, 1965, wherein your concurrence was requested in a proposed settlement of such claim.

Subsequent communications and discussions on this matter culminated in a conference in Salem on Thursday, March 31, 1966. Representing your office were Messrs. John Goetz and Bert Pettinato. Representing the State were Messrs. Ivan Merchant, A. A. Rear, and A. E. Johansen.

As requested by your representatives at that conference, this is to confirm that it is the considered judgment of the State Highway Engineer that the settlement proposed in our letter of October 18, 1965 is reasonable, proper, and permissible under the terms of our contract.

Errors in computation of excavation and embankment quantities in our original plans and specifications would have resulted in a substantial overrun of excess waste materials. Neither your office nor ours regarded the subcontractor's proposed price for disposing of such materials as reasonable. Accordingly, a portion of the grading work was eliminated from our contract in order to keep the quantity of waste materials at approximately the originally estimated quantity.

The elimination of such portion of the grading work did increase the contractor's costs on the remaining grading work, and all parties have previously agreed that an adjustment in compensation is in order.

The method used in arriving at the proposed settlement of $26,358.21, as set forth in our letter of October 18, was, essentially, to estimate the contractor's actual costs on the work affected by the change and to deduct the amounts previously paid at unit bid prices. Our earlier offer of some $7,760, which the contractor rejected, was based on substantially the same method or approach, the difference in result being accounted for by the use of different equipment rental rates. This method of "actual costs less unit bid prices" is a method frequently used by this Department in arriving at the amount of additional compensation due a contractor where, because of errors, changes or other circumstances, an adjustment in compensation is found to be in order.

It should be noted that the contractor's original claim, using substantially the same approach, resulted in a total in excess of $39,000 by using the equipment rates established by State-A.G.C. agreement. These rates are the ones ordinarily used by the State for determining a contractor's costs, either on direct force-account work, or in adjusting claims in situations similar to this.

This matter has been reviewed by our Legal Division and our Chief Counsel agrees that the proposed settlement of $26,358.21 is proper under the terms of our contract. In this connection, he referred specifically to Articles 1.5.1, 1.9.5 and 1.9.9 of the "Standard Specifications for Highway Construction", issue of May 1, 1954, which govern the grading work on this contract.

We hope that with this further explanation you will be able to concur in the settlement of this claim proposed in our letter of October 18, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
G. E. Rohde
Victor D. Wolf[illegible]
I. Merchant
A. F. Parson

AHJ:gh jwa

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1966

To: MEMO TO FILES

SUBJECT: Arlington Viaduct
Halverson Claim
Contract No. 6219

A conference was held in Mr. Merchant's office at 9:30 A.M. March 31st to discuss the Halverson claim on the Arlington Viaduct project. Present were:

John Goetz - U.S.E.D.
Bert Pettinato - U.S.E.D.
I. D. Merchant - O.S.H.D.
A. A. Rear - O.S.H.D.
A. H. Johansen - O.S.H.D.

The representatives of the Corps of Engineers indicated that they would recommend approval for payment of the Halverson claim provided the settlement was consistent with Highway Department policy for settlement of such claims and that the Highway Department had a legal obligation to negotiate a settlement.

A review of the specifications - specifically Sec. 1.5.1 and 1.9.3 revealed the following:

Sec. 1.5.1

> " . . . . The engineer shall . . . determine any and all cases which may arise concerning the quality, quantity and acceptability of materials furnished and work performed; ....and his estimates and decisions in these matters shall be final, binding and conclusive upon all parties to the contract."

There was no disagreement as to the authority of the engineer to alter the work.

Sec. 1.9.3 specifies that the State may make decreases or increases in the contract and further provides that if such decreases or increases materially change the character of the work, an adjustment

NOTED
TOM EDWARDS

may be made on such basis as may be agreed upon in advance or an allowance either for or against the contractor in an amount as the engineer may deem fair and equitable.

It has been the policy of the Highway Department to make such adjustment based on the cost of the work with a reasonable allowance for overhead and profit. There has been no disagreement in the amount of work done. The dispute so far, has been the rate at which the settlement should be made.

Attention was directed to the AGC rates commonly used in settlement of Highway Department claims and in this case, the Corps of Engineers' equipment rates (lower than AGC rates) were used to compute the amount of settlement.

Messrs. Goetz and Pettinato agreed that the procedure outlined appeared to be consistent with Highway Department policy and that they would recommend approval of the claim settlement.

A. A. Rear
Assistant Bridge Engineer

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APR 8 1966
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STATE HIGHW

AAR:mb
cc: Tom Edwards
Alan Johansen

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWCO-CA

15 December 1965

Re: Contract DA-45-164-CIVENG-61-103
Oregon Contract 6219, Arlington
Viaduct Section, John Day

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Commission
Center and Capital Streets
Salem, Oregon 97310

Dear Mr. Edwards:

Reference is made to your letter dated 18 October 1965 to Colonel Frank D. McElwee wherein you propose to make settlement of the claim by Carl M. Halvorson, Inc. for a total additional payment in the amount of $26,358.21. I have discussed this proposal with your Mr. Ivan D. Merchant in Portland, Oregon, on 10 December 1965. During that discussion certain questions arose concerning the basis of the proposed offer which I believe should be brought to your attention and which I believe also should be discussed further with your office.

It appears that the proposed offer contemplates the computation of a new price to be paid for all work the Contractor actually performed under contract Items Nos. 14 and 15. The measure of the proposed adjustment is then determined by deducting from that new price the amount that was actually paid for the work pursuant to the contract. Such procedure constitutes renegotiation of a bid price fixed by the contract. From our knowledge of the circumstances surrounding the claim, you would not be legally obliged to make such an adjustment.

It has been our understanding that the quantities remaining in the "D" ramp excavation were a problem because they were extra and in addition to those that had been estimated in the contract. The purpose of the elimination of the "D" ramp was to avoid the expected increased cost. We have previously agreed that the deletion might have had an adverse effect on the Contractor's performance only in the remaining structure excavation at the western end of the viaduct and that the Contractor might be entitled to additional compensation for this direct effect. Based on information presently available to us, we do not feel that this approach should be abandoned in favor of the offer you have now proposed.

Feb. 24 9:30 AM
~~Jan. 31, 9:30 AM.~~
5 [illegible]
Feb. 23-24-25
Called 2/2 C.B.O. will advise of time.

[illegible] HIGHWAY DEPT.
[illegible] DIVISION
AM FEB 1 - 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

NPWCO-CA
Mr. Tom Edwards

15 December 1965

In view of questions that arise as to what adjustments may be legally made under the terms of the contract or to what extent your proposed adjustment is supported by the factual record, I believe that it would be beneficial if our Counsel met with yours in order that legal questions may be clarified. Our District Counsel discussed this matter with your Mr. A. H. Johansen on 14 December 1965. At the same time, our engineering representatives could review with you your determinations and conclusions that you contend would support the details of the offer as you have proposed it. Please advise as to when it would be most convenient for you to meet with us.

Sincerely yours,

C. B. Olmstead
C. B. OLMSTEAD
Chief, Construction Division

~~[illegible]~~
Bert, Pettinato

2
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STATE HIGHWAY COMMISSION

2

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6219

NPWCO-CA

28 January 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project - Changes to State
Contract 6219, Arlington Viaduct Section

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter of 23 September 1965 to this office requesting approval to six changes pertaining to State Contract No. 6219 with Pacific Concrete Company and Otis P. Jordan, Jr., for construction of the Arlington Viaduct Section of Highway I80N.

Returned herewith are approved copies of Price Agreements Nos. 2, 3, and 5; Extra Work Order No. 1; and State Force Orders Nos. 1 and 2.

It is determined that Price Agreement No. 2, Extra Work Order No. 1, and State Force Order No. 1 are properly Government responsibility. Inasmuch as the pile cutoffs were retained by the State, it follows that the cost in connection with loading and hauling this material under State Force Order No. 2 would be a State responsibility. Price Agreement No. 5 is for a credit and would be applicable in its entirety to the Government's obligation due to the fact that the entire cost responsibility for this structure rested on the Government. No price adjustment resulted from Price Agreement No. 3.

Therefore, the aggregate of these changes will increase the Government obligation on this job by $2,822.38.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

3 Incl
1. PA 2, 3, & 5
2. EWO 1
3. SFO 1 & 2

2-2-66
Ref'd to
Young w/instr
to handle

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[illegible] 230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1965

6511

#112

To: Memo to the Files

SUBJECT: Arlington Viaduct
Contract No. 6219
Contractor's Claim

By letter of October 5, 1965, to the Corps of Engineers, U.S. Army Engineer District, Walla Walla, concurrence was requested in settlement of the claim of Carl M. Halvorson, Inc., for grading work on Contract No. 6219 in the amount of $26,358.21. The Corps acknowledged the letter on November 8 and requested a meeting with State representatives regarding the proposed settlement.

A meeting was arranged for December 10, 1965, in the Customs Building, Portland. In attendance from the Corps were Gus Olmstead, Chief, Construction Division; John Goetz, Assistant Chief, Construction Division; and Bert Pettinato representing the Corps legal staff. The writer represented the Highway Department.

The Corps representatives stated that they would neither concur in nor reject settlement of the claim at this time as presented in the letter of October 5, 1965. The Corps questioned the propriety of revising the unit bid prices for contract items 13 and 14 by allowing payment for these items on a cost plus basis on the entire project. Before they can approve the cost plus method of settlement, they will need to have a statement from the Highway Department: (1) that this is a method of claim settlement used by the Department; (2) is permitted by the contract specifications and is approved by our legal staff. They further stated that they would approve a settlement of up to $9,000 instead of the $6,500 previously offered the contractor for the West side, plus $1,260 for work on the East side, without further justification as being based on judgement.

The Corps will make a reply to the letter of October 5, 1965, and at that time request a further meeting in Salem with our legal and administrative staff regarding the settlement of the claim.

Ivan D. Merchant
Bridge Engineer

IDM:en

cc: Tom Edwards

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DEC 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

[illegible]

NPWCO-CA

8 November 1965

REFERRED TO
Admin.
BY SECRETARY

Re: Contract DA-45-164-CIVENG-61-103
Oregon Contract 6219, Arlington
Viaduct Section, John Day

Oregon State Highway Commission
Highway Building
Center and Capital Streets
Salem, Oregon

Gentlemen:

Receipt is acknowledged of your letter to the District Engineer dated 18 October 1965 concerning a claim by Carl M. Halvorson, Inc., a subcontractor who had performed a portion of the work related to the Arlington viaduct.

Before making any decisions, I would like to restudy the subject matter of the claim. Also, I believe it would be beneficial if our representatives met with yours in the near future to discuss the claim. I will advise you at such time as we have completed our analysis. Your indulgence in that regard will be greatly appreciated.

Sincerely yours,

Bertram W. Hoare
BERTRAM W. HOARE
Chief, Construction Division

12/10 @10:00 am
Customs Bldg - Port.
will confer.

Mentioned
Call & make appointment
2/10/[illegible]

C.E. [illegible]

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BRIDGE DIVISION
AM NOV 18 1965 PM
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STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

FORM E-30 50M 3-65 SP*6470-734

NOV 18 1965

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6217

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 12, 1965

Porter

SUBJECT: Deep excavation by
railroad contractor
China Creek

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Please correct your Memo to the File dated November 9, subject: Deep excavation by railroad contractor, Willow Creek Area. It is not the Willow Creek Bridge, it is the China Creek Bridge at Arlington.

A F Parson
A. F. Parson
Division Engineer

NOTED
R. L. PORTER

AFP:dj

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Peate
Morelock
Trout
Scott
Wills
Litchfield
[illegible]son

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CONSTRUCTION
DIVISION

RE
NOV 15 1965
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FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1965

SUBJECT: Deep Excavation by Railroad
Contractor
~~Willow Creek Area~~
CHINA CREEK BRIDGE

To:
MEMO TO THE FILES

Advised by Division Engineer A. F. Parson that deep excavation being performed for the railroad structure in the vicinity of Willow Creek about ten mile easterly of Arlington had reached solid foundation material and that excavated area was being backfilled with heavy rock material.

This fill material should relieve the danger of cave-in mentioned last week by Mr. Parson.

NOTED
R. L. PORTER

F. D. Morgan
Construction Engineer

FDM:fp

cc F. B. Klaboe
A. F. Parson

Morgan
2 [illegible] R
1 Bond B
3 [illegible] G
4 Walker
1 Glenn
5 Swan

[illegible] E
[illegible]
Trout
Scott
Wills
Litchfield
Olsen

11-9-65
Copy sent to Al Rear
per Bond -
Bjm

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6219

PNT TEL LAG 11-4-65 54 925A

KLABOE

CC TO TOM EDWARDS AND J S SAWYER

CONFIRMING MY PHONE CONVERSATION WITH YOU YESTERDAY REGARDING THE EXCAVATION FOR THE RAILROAD BRIDGE AT ARLINGTON, WE DO NOT HAVE A COPY OF THE AGREEMENT WITH THE ARMY ENGINEERS PERTAINING TO THE EXCAVATION ADJACENT TO OUR VIADUCT, HOWEVER MR SAWYER ADVISES THAT THE PLAN ELEVATION CALLED FOR AN EXCAVATION TO ELEVATION 200 WHERE SOLID ROCK WAS ANTICIPATED. THIS SOLID ROCK DID NOT MATERALIZE AT THIS ELEVATION AND IT IS NOW PROPOSED TO GO DOWN TO APPROX ELEVATION 177 FOR SOLID ROCK FOUNDATION.

THIS INDICATES THAT THE EXCAVATION ON THE NORTHERLY SIDE OF PIERS 1 AND 2 WILL GO DOWN QUITE A BIT FURTHER THAN ORIGINALLY PLANNED. A LOT OF WATER IS OOZING OUT FROM THE SOUTH SIDE OF THE RAILROAD EXCAVATION COMING OUT FROM UNDER THE LAND MASS WHICH SUPPORTS OUR C RAMP. THERE IS AN INHERENT DANGER OF PRODUCING A LAND SLIDE IN THE VICINITY OF BENT 4 WHICH PROBABLY WOULD TAKE THE BRIDGE WITH IT.

IT IS MY RECOMMENDATION THAT THE ARMY ENGINEERS BE STOPPED FROM FURTHER EXCAVATION ON A GLORY HOLE BASIS AND THAT THE FOOTINGS FOR THE RAILROAD BRIDGE BE MADE BY SHORING AND CRIBBING AND THAT THE GLORY HOLE BE BACKFILLED NOT LATER THAN THE FIRST OF JANUARY WHEN VERY CONCEIVABLY THE LAND MASS UNDER THE WEST END OF THE BRIDGE COULD BECOME SATURATED AND SLIDE INTO THE HOLE.

FURTHER, THE CORPS PLANS TO CONSTRUCT A CANAL FOR CHINA CREEK BETWEEN PIER 1 AND PIER 2THE BOTTOM EXCAVATION WOULD WELL BE BELOW THE ELEVATION OF OUR CONCRETE FOOTING AT PIER 2. THE PRESENCE OF WATER AT AN ELEVATION OF APPROXIMATELY 215 FROM THERE ON DOWN OOZING OUT OF THE GROUND FURTHER INDICATES A NEED TO SEE WHETHER OR NOT THIS PLAN SHOULD BE CHANGED.

AL DEAR AND JOSH SAWYER WERE WITH ME ON MY INSPECTION YESTERDAY.

AF PARSON
SP

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NOV 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
R. L. PORTER

RECEIVED
OCT 6 - 1965

Arlington Viaduct

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OCT 6 - 1965

OREGON STATE HIGHWAY DEPARTMENT

Monthly Cost Report and Bridge Contractor's

Section Arlington Viaduct County Gilliam

Kind of work Construct 1,763' steel girder br Highway Columbia River FAP No. I-80N-4

Contractor Pacific Concrete Co.& Oris P. Jordan Date of award February 8, 1963 Work begun 2-25-63

Item	Unit	Unit Price		Original Authorization			Estimate Corrected to Date			Performed
				Quantity	Amount		Quantity	Amount		Quantity
1. Shoring, cribbing, etc.	All Required				68,000	00	All	68,000	00	All
2, Structural Excavation	cu.yd.	5	00	1,000	5,000	00	1,245.81	6,229	05	1,245.81
3. Str. exc. below elev. shown	cu.yd.	10	00	100	1,000	00	352.52	3,525	20	352.52
4. Furnish 10BP42 steel piles	Only	4	50	13,310	59,895	00	13,310	59,895	00	13,310
5. Drive steel piles	only	20	00	398	7,960	00	399	7,980	00	399
.. Splice steel piles	only	25	00	100	2,500	00	10	250	00	10
7. Class "A" Concrete	All Required				275,000	00	All	275,000	00	All
8. Metal Reinforcement	All Required				124,000	00	All	124,000	00	All
9. Structural Steel	All Required				481,000	00	All	481,000	00	All
10. Metal parapet railing	lin.ft.	5	00	2,800	14,000	00	2,799.09	13,995	45	2,799.09
11. Clearing and grubbing	All Required				5,000	00	All	5,000	00	All
12. Drainage excav., unclas.	cu.yd.	4	00	110	440	00	93.77	375	08	93.77
13. Embank. foundation exc.,un.	cu.yd.		85	7,100	6,035	00	24,858.4	21,129	64	24,858.4
14. General excavation, unclas.	cu.yds.	1	00	150,000	150,000	00	113,009.3	113,009	30	113,009.3
15. Extra for sel. subgrade mat.	cu.yd.	1	00	10,200	10,200	00	7,984.9	7,984	90	7,984.9
16. Extra for sel. top soil mat.	cu.yd.	1	50	700	1,050	00	NONE			NONE
Finishing roadbed &slopes	All Required				1,500	00	78.8%	1,182	00	78.8%
18. Rounding Cutbanks	lin.ft.		20	1,590	318	00	705	141	00	705
19. 18" Corr. Steel pipe,uncoated	lin.ft.	5	00	280	1,400	00	234	1,170	00	234
20. 24" corr. steel pipe, uncoated	lin.ft	7	00	90	630	00	84	588	00	84
21. 36"corr.steel pipe,uncoated	lin.ft.	14	00	95	1,330	00	NONE			NONE
22.18" culvert end sections	only	40	00	6	240	00	4	160	00	4
Page Totals								1,190,614	62	

Amount Retained @ %

Salem Office Copy

t Report and Bridge Contractor's Estimate Page 1 of 2

County Gilli am

Work done to ~~Semi-Final~~ 6-2-64

Estimate No. 14 FINAL

lumbia River

FAP No. I-80N-4

Specified date of completion 280 wkdys

Contract No. 6219

February 8, 1963

Work begun 2-25-63

~~Estimated~~ date of completion 4-17-64

Job prefix 611-1054

RECEIVED SEP 29 1965

I-80N-4

horization		Estimate Corrected to Date			Performed to Date			Previous Estimate			Present Estimate		
Amount		Quantity	Amount		Quantity	Amount		Quantity	Amount		Quantity	Amount	
68,000	00	All	68,000	00	All	68,000	00	All	68,000	00	NONE		
5,000	00	1,241.55 1,245.81	6,207 6,229	75 05	1,241.55 1,245.81	6,207 6,229	75 05	1,000	5,000	00	241.55 245.81	1,207 1,229	75 05
1,000	00	352.52	3,525	20	352.52	3,525	20	150	1,500	00	202.52	2,025	20
59,895	00	13,310	59,895	00	13,310	59,895	00	13,310	59,895	00	NONE		
7,960	00	399	7,980	00	399	7,980	00	399	7,980	00	X NONE	XXXXX	
2,500	00	10	250	00	10	250	00	10	250	00	NONE		
275,000	00	All	275,000	00	All	275,000	00	All	275,000	00	NONE		
24,000	00	All	124,000	00	All	124,000	00	All	124,000	00	NONE		
81,000	00	All	481,000	00	All	481,000	00	All	481,000	00	NONE		
14,000	00	2,799.09	13,995	45	2,799.09	13,995	45	2,770	13,850	00	29.09	145	45
5,000	00	All	5,000	00	All	5,000	00	All	5,000	00	NONE		
440	00	93.77	375	08	93.77	375	08	93.77	375	08	NONE		
6,035	00	24,858.4	21,129	64	24,858.4	21,129	64	24,858.4	21,129	64	NONE		
150,000	00	113,009.3	113,009	30	113,009.3	113,009	30	113,009.3	113,009	30	None		
10,200	00	7,984.9	7,984	90	7,984.9	7,984	90	7,984.9	7,984	90	NONE		
1,050	00	NONE			NONE			NONE			NONE		
1,500	00	78.8%	1,182	00	78.8%	1,182	00	78.8%	1,182	00	NONE		
318	00	705	141	00	705	141	00	705	141	00	NONE		
1,400	00	234	1,170	00	234	1,170	00	234	1,170	00	NONE		
630	00	84	588	00	84	588	00	84	588	00	NONE		
1,330	00	NONE			NONE			NONE			NONE		
240	00	4	160	00	4	160	00	4	160	00	NONE		
			1,190,614	62		1,190,614	62		,187,214	92		3,399	70
												3318	40

Amount Retained @

NOTED
TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT

Monthly Cost Report and Bridge Contractor's E

Section Arlington Viaduct County Gilliam Work

Kind of work construct 1,463' steel girder br. Highway Columbia River FAP No. I-80N-4 Spec

Contractor Pacific Concrete Co. & Otis P. Jordan Date of award February 8, 1963 Work begun 2-25-63

Item	Unit	Unit Price		Original Authorization			Estimate Corrected to Date			Performed to	
				Quantity	Amount		Quantity	Amount		Quantity	A
23. 24" culvert end sections	only	55	00	1	55	00	1	55	00	1	
24. 36" culvert end sections	only	120	00	1	120	00	NONE			NONE	
25. Gravel Blanket	cu.yd.	3	00	220	660	00	392	1,176	00	392	
Total Contract Amount					1,217,333	00		1,191,845	62		1,19
Contingencies					54,928	49					
P.A. #1 Slope Prot. Gravel	Sq. Yd.		42	NONE			4,049.7	1,700	87	4,049.7	
P.A. #2 Alter Fed. Const. Signs	ALL			NONE			ALL	177	39	100%	
P.A. #3 Paint Substitution	ALL			NONE			NONE			NONE	
P.A. #4 "C" Line Conflict	ALL			NONE			ALL	2,500	00	ALL	
P.A. #5 Cement Adjustment	bbls	5	22	NONE			-202.11 bbls	-1,055	01	-202.11	-
P.A. #6 Adl. to Perform Bid Item 14: Gen. Excv.				NONE				6,500	00		
Item 7a Adjusted Class "A" Conc.	cuyd	60	92	NONE			53.43	3,254	96	53.43	
Item 8a Adj. Metal Reinforcement	lb		.117	NONE			14,711.97	1,721	30	14,711.97	
Item 9a Adj. Structural Steel	lb		.213	NONE			579.67	123	47	579.67	
SFO #1 Adjust Utilities				NONE				600	00		
FO #2 Haul Pile Cutoffs				NONE				555	00		
EWO#1 Moving sewer & water lines					3,000	00		2,508	43	ALL	
Seeding and Mulching					300	00	NONE			NONE	
Engineering					97,650	64		61,000	00		
Totals					1,373,212	13		1,271,432	03	1,202,755.73	1,20

Amount Retained @ 0 %

Total Payments 1,202,755.73 1,20

Instructions: If an increase in construction authorization has been approved by the Highway Department show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".

(a)

(b)

Correct

Approved

NOTED
TOM EDWARDS

V

st Report and Bridge Contractor's Estimate Page 2 of 2

Fin

County Gilliam Work done to ~~Semi~~-Final Estimate No. 14
Columbia River FAP No. I-80N-4 Specified date of completion 280 wkdys Contract No. 6219
February 8, 1963 Work begun 2-25-63 ~~[illegible]~~date of completion 4-17-64 Job prefix 611-1054

thorization		Estimate Corrected to Date			Performed to Date			Previous Estimate			Present Estimate		
Amount		Quantity	Amount		Quantity	Amount		Quantity	Amount		Quantity	Amount	
55	00	1	55	00	1	55	00	1	55	00	NONE		
120	00	NONE			NONE			NONE			NONE		
660	00	392	1,176	00	392	1,176	00	392	1,176	00	NONE		
217,333	00		1,191,845	62		1,191,845	62		1,188,445	92		3,399	70
												3378	40
54,928	49												
		4,049.7	1,700	87	4,049.7	1,700	87	4,049.7	1,700	87	NONE		
		ALL	177	39	100%	177	39	100%	177	39	NONE		
		NONE			NONE			NONE			NONE		
		ALL	2,500	00	ALL	2,500	00	ALL	2,500	00	NONE		
		-202.11 bbls	-1,055	01	-202.11	-1,055	01	NONE			-202.11	-1,055	01
			6,500	00									
		53.43	3,254	96	53.43	3,254	96	NONE			53.43	3,254	96
		14,711.97	1,721	30	14,711.97	1,721	30	NONE			14,711.97	1,721	30
		579.67	123	47	579.67	123	47	NONE			579.67	123	47
			600	00		600	00						
			555	00		555	00						
3,000	00		2,508	43	ALL	2,508	43	All	2,508	43	NONE		
300	00	NONE			NONE			NONE			NONE		
97,650	64		61,000	00									
373,212	13		1,271,432	03	1,202,755.73	1,202,777	03		1,195,332	61	7423.12	7,444	42
								35,784.73	-36,519	99	35.784.73	+36,519	99
					1,202,755.73	1,202,777	03	1159,547.88	1,158,812	62	43.207.85	43,964	41

Amount Retained @ 0 %

Total Payments

(b)

Correct D. K. Gallsler, Resident Engineer

Approved, Division Engineer

NOTED
TOM EDWARDS

E

RECEIVED
SEP 24 1965
FOR FILING

I-80N-4

621

September 23, 1965

Mr. Frank D. McElwee
Colonel, Corps of Engineers
U. S. Army Engineer District
Bldg. 602, City-County Airport
Walla Walla, Washington

Contract No. 6219
Arlington Viaduct Section

Dear Sir:

Attached herewith and listed below are copies of change orders pertaining to the above-mentioned contract:

Order No.	Description
PA #2	Federal I.D. signs
#3	Paint formula substitution
#5	Cement adjustment
EWO #1	Move water and sewer lines
SPO #1	Adj. utilities; maint. streets and detours
#2	Haul pile cutoffs to maint. yards

Your approval is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:er
Attachments (6)

cc: C. H. Maison
I. D. Merchant

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SEP 9 - 1965

I-80N-4

6219

Salem, Oregon
August 26, 1965

Mr. Forrest Cooper

Halvorson Claim
Arlington Viaduct
Contract No. 6219

Early this year, I investigated the claim of Carl Halvorson vs. the State of Oregon and I found facts substantially as I have advised you -- namely, that the embankment underran, the excavation overran, and as a consequence approximately 50,000 yards of material which had originally been anticipated to have been moved was left in place.

As a result of a thorough investigation, I directed a letter (a copy of which is attached) to the contractor making him a settlement offer of $7,760.

Upon Mr. Halvorson's complaint to you, I assigned Mr. Rear (who had not previously been involved in the case, either in the construction or investigation stage) to make a separate investigation. He made a very thorough study and has advised me in that regard that the original offer was fair and equitable.

For your information, I attach a list of the preliminary and final quantities. I also attach a suggested draft to Carl Halvorson.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

Attachments

cc R. L. Porter
Victor D. Wolfe
Ivan Merchant

ARLINGTON VIADUCT
Contract No. 6219

NET QUANTITIES

	Plan	As Constructed
Excavation, Item 13	6,497	24,858.4
Excavation, Item 14	136,354	113,009.3
Total Excavation	142,851	137,867.7
Total Embankment	69,649	57,937.7
Waste	69,602	79,930

FORM E-30 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

August 19, 1965

SUBJECT: Halvorson Claim
Arlington Viaduct
Contract No. 6219

To: Mr. Tom Edwards
Assistant State Highway Engineer
OFFICE

I have visited the site of the Arlington Viaduct where the controversy between the State and Halvorson has developed and have examined the following files:

Bridge Division
Construction Division
General Files
Resident Bridge Engineer Files
Daily Reports of the Grading Inspector

I have come to the conclusion that our offer of $6,500 for adjustment in Bid Item 14 plus $1,260 for work done in drilling and blasting on the "A" line where the material was left in place is a generous offer.

The controversy started when an apparent overrun of excavation and an underrun of embankment developed into an excess in the amount of materials to be wasted. The subcontractor objected to this and requested an increased price for the additional waste. The State elected to delete a portion of the excavation when a quantity of waste approximately equal to the plan quantity of waste had been removed from the project. The plan called for approximately 86,000 c.y. waste, and the amount wasted actually turned out to be approximately 80,000 c. y.

The contractor, after being informed of the deletion of the material in the "D" line was required to confine his operations to the "L" and "C" lines. This, he claims, required him to work in cramped quarters and revise his operating procedure. He claims that he was forced to jump from one area to another in order to keep the job workable.

The contractor claims that the material that was deleted was "virtually all material which could have been moved with scrapers, and material which did not require drilling and blasting." An examination of the site revealed that the upper area of the "D" line was heavy bouldery material varying in depth from nothing to about 30' with an average of about 15 to 20' in depth. This material required drilling and shooting as was done early in the project before the controversy arose. Below the heavy bouldery material was a layer about 15-feet deep that possibly could have been ripped and loaded by shovel. It would be surprising if it could have been loaded by scrapers without the use of a shovel. Below this layer was about 25 to 30 feet of basalt over the "D" line and about 15 feet over the "L" line and the area between the "L" and "D" lines.

I firmly believe that at least 65 per cent of the material from the west end of the project had to be drilled and shot and then loaded onto hauling equipment. The area deleted from the "D" line was in about the same proportion and--except for an interference in a small way by limiting the work area, we did not materially change the character of the work.

The subcontractor also claims that he was required to borrow materials for select subgrade materials. The need to borrow select materials was brought on by the contractors own operations. The project had adequate material for select subgrade if judiciously selected.

I have discussed this overall project with Don Gallaher, and with Josh Sawyer who are intimately acquainted with the project. I have also read the daily reports written by our inspector. I find nothing in the written record of controversial issues where our inspector was asking more than the contract required. I do find record of attempts on the part of the contractor to do inferior work--specifically, put dirty rock on the grade and bury large boulders without adequate compaction adjacent thereto.

I believe that the contractor's excessive cost - - if excessive costs exist - - are a result of his use of his own equipment and his operation under the direction of his superintendent or his own miscalculation of the cost of the work.

The contractor feels he is entitled to his cost plus a reasonable profit which he computes as $152,721.74 for Bid Item 14. Of this amount, $64,739.72 is labor, materials, and supplies computed from statements submitted by the contractor which include a 15 per cent mark up. The remaining amount of his claim, $87,982.02, (We are not able to check this figure precisely), is for equipment rental at AGC rates.

Our personnel who first analyzed this claim thought that AGC rental rates were higher than could be justified in this case because the equipment is owned by the contractor. The Corps of Engineers has established rates for contractor-owned equipment under average and severe operating conditions. When the revised rates are used, the equipment rental item becomes $49,634.87 for average conditions and $61,109.53 for severe conditions. Average conditions most nearly fit the conditions on this project.

I have analyzed this claim in four ways as indicated in the tabulation which follows:

	AGC	USED Average	USED Severe	75% Ave. 25% Severe
Labor, Materials & Supplies	64,739.72	64,739.72	64,739.72	64,739.72
Equipment Rental	87,966.92	54,604.70	67,218.64	57,758.18
Total	152,706.64	119,344.42	131,958.36	122,497.90
Paid by Item #14	113,009.30	113,009.30	113,009.30	113,009.30
Balance of Claim	39,697.34	6,335.12	18,949.06	9,488.60

The above tabulation allows a 15 per cent mark up on labor, materials, and supplies and 10 per cent mark up on equipment rental.

Based on average conditions or something below 25 per cent severe conditions, the figure of $6,500 was offered to the contractor. This offer assumes that the contract provisions for Item 14 were altered sufficiently to materially change the conditions of the contract, and that we have an obligation to pay the increased cost. Whether this operation is considered average or severe is a matter of judgment and if it were considered 75 per cent average and 25 per cent severe, $10,000 could have been offered.

It is difficult for me to see how under the terms of Paragraph 1.9.5 of the standard specifications the "alterations have materially changed the character of the work to be performed or the cost thereof." However, this decision has been made by the field personnel and I would be guided by their decision. I would consider the original offer as generous and would offer nothing further to the contractor except an explanation of how the amount was determined.

Alfred A. Rear

A. A. Rear
Assistant Bridge Engineer

AAR:mm

cc: Mr. Donald Gallaher
Mr. Josh Sawyer
Mr. A.F. Parsons
Mr. Loren A. Weber

RECEIVED
AUG 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1965

FOR FILING

I-80N-4

6219

Salem, Oregon
July 27, 1965

Mr. Al Rear
Assistant Bridge Engineer

The Bridge File carries considerable data concerning a controversy involving Carl Halverson as subcontractor on the Arlington Viaduct. A settlement offer has been made to Mr. Halvorson, with which he is dissatisfied.

Will you please examine the file, examine the site, make an independent determination of the merits of the proposed settlement, and discuss with me, after which we will meet with Halvorson. I would suggest, in making an examination of the site, that it might be appropriate to have representatives of both the State and the contractor present.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

OREGON STATE HIGHWAY COMMISSION

- 31 - 65

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----------------------	Irrigon-Umatilla Section
Contract No. 5955 ----------------------	Boardman Jct.-Irrigon Section
Contract No. 6014 ----------------------	John Day River Bridge
Contract No. 6209 ----------------------	Blalock-Arlington, G
Contract No. 6219 ----------------------	Arlington Viaduct
Contract No. 6292 ----------------------	Heppner Jct. Interchange and N. Unit, Heppner Jct.-[illegible]
Contract No. 6314 ----------------------	Heppner Jct. Interchange Structure
Contract No. 6349 ----------------------	N. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----------------------	Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ----------------------	Willow Creek-Airport Rd., G-P-Str.
Contract No. 6378 ----------------------	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----------------------	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ----------------------	Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 7-5-65 *	US Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,477,450.04	3,477,450.94	-
6219	1,269,675.49	1,269,675.49	1,269,675.49	-
6292	1,060,015.33	1,022,312.65	1,022,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,068.89	57,078.91	57,078.91	-
6351	964,264.42	864,081.82	603,509.77	260,572.05
6372	2,061,218.76	64,645.32	-	64,645.32
6378	1,936,448.64	578,998.13	355,074.01	223,924.12
6396	226,336.75	101,851.54	89,973.25	11,878.29
6544	14,035.28	12,337.15	12,337.15	-
				561,269.78

* The above fugures include Construction Engineering and Contingencies

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MAY 24 1965
FOR FILING

6219

May 21, 1965

Pacific Concrete Company
10401 N. E. Marx
Portland, Oregon

Gentlemen:

I have thoroughly examined the data concerning the claim which you presented in behalf of your subcontractor, Carl N. Halvorson, Inc., in conjunction with the construction of the Arlington Viaduct, Contract No. 6219.

I find that the offer of settlement of $7,760, as offered in a meeting held November 5, 1964, in the Metropolitan Division office of the Highway Department, is equitable and I am prepared to recommend payment upon submission by your company of your intent to accept such payment as full and final compensation and granting release from all other claims of any nature in connection with this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
C. H. Maison
L. H. Young
F. D. Morgan
A. E. Johnson
A. F. Parson

TE:jwa bg

Salem, Oregon
April 9, 1965

Mr. R. L. Porter

You handed me a letter dated January 12, 1965 from Carl M. Halvorson, Inc., concerning a claim for work at the Arlington Viaduct. My analysis of this claim is as follows:

1. Contract bidding plans showed the following:

Embankment Foundation Excavation		7,100 c.y.	
General Excavation Unclassified		150,000 c.y.	
	Total	157,100 c.y.	
Embankment (from plans, all classes)		70,881 c.y.	
Amount to be wasted			86, 219 c.y.

2. The final estimate showed the following:

Embankment Foundation Excavation		24,858 c.y.	
General Excavation Unclassified		113,009 c.y.	
	Total	137,867 c.y.	
Embankment		57,938 c.y.	
Wasted			79,929 c.y.
Material left in place (in eastbound off-ramp to Arlington)		47,000 c.y.	

3. The contractor was required under the specifications to dispose of excess material at no cost (See Page 85 of the Special Provisions).

4. The controversy arose through an under estimation of the excavation on the bidding plans and an over estimation of the embankment on the bidding plans.

5. The contractor complained of the excess waste which he would experience about April 8, 1963, demanding extra money for extra haul he would experience.

6. On April 26, 1963, the Department instructed the contractor not to excavate the remaining materials (47,000 cubic yards, approximately) in the "D" line, which is the eastbound off-ramp to Arlington.

7. On December 9, 1963 the contractor filed a claim, presumably on the basis of breach of contract, and asked pay at force account rates for the entire operation.

8. This project was being conducted for the Corps of Engineers at their expense. They refused to honor the claim.

9. Subsequent meetings between the contractor and the Corps and the State resulted in an agreement between the Corps and the State that the contractor had a just claim for the following sums:

(a) Drilling costs for rock not removed or paid for --$1,260.

(b) Restricted working area by reason of not excavating the "D" line ——————————$6,500.

10. The Corps is agreeable to this adjustment.

11. The Corps takes the position that since the excavated quantities and the quantities required to be wasted, as shown under Items 1 and 2 above, were reasonably comparable to the work the contractor could anticipate from examining the plans, that he has no further compensation due except that set forth in Item 9 above.

I agree. With your concurrence, I propose to send the attached letter to the Pacific Concrete Company.

Tom Edwards
Assistant State Highway Engineer

TE:jm /IDM:mm

Attachment

cc Mr. Forrest Cooper

FORM E-90 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1965

SUBJECT:

To: Mr. R. L. Porter

[illegible] 325- [illegible]

You handed me a letter dated January 12, 1965 from Carl M. Halvorson, Inc., concerning a claim for work at the Arlington Viaduct. My analysis of this claim is as follows:

1. Contract bidding plans showed the following:

Embankment Foundation Excavation	7,100 c.y.
General Excavation Unclassified	150,000 c.y.
Total	157100
Embankment (from plans, all classes)	70,881 ~~70,877~~ c.y.
Amount to be wasted	~~86,223~~ c.y. 86,219

2. The final estimate showed the following:

Embankment Foundation Excavation	24,858 c.y.
General Excavation Unclassified	113,009 c.y.
Total	137867
Embankment	~~49,877~~ c.y. 57,938
Wasted	~~88,990~~ c.y. 79,929
Material left in place (in eastbound off-ramp to Arlington)	47,000 c.y.

3. The contractor was required under the specifications to dispose of excess material at no cost (see page 85 of the Special Provisions).

4. The controversy arose through an under estimation of the excavation on the bidding plans and an over estimation of the embankment on the bidding plans.

Void

5. The contractor complained of the excess waste which he would experience about April 8, 1963, demanding extra money for extra haul he would experience.

6. On April 26, 1963, the Department instructed the contractor not to excavate the remaining materials (47,000 cubic yards, approximately) in the "D" line, which is the eastbound off-ramp to Arlington.

7. On December 9, 1963 the contractor filed a claim, presumably on the basis of breach of contract, and asked pay at force account rates for the entire operation.

8. This project was being conducted for the Corps of Engineers at their expense. They refused to honor the claim.

9. Subsequent meetings between the contractor and the Corps and the State resulted in an agreement between the Corps and the State that the contractor had a just claim for the following sums:

(a) Drilling costs for rock not removed or paid for -- $1,260.

(b) Restricted working area by reason of not excavating the "D" line -- $6,500.

10. The Corps is agreeable to this adjustment.

11. The Corps takes the position that since the excavated quantities and the quantities required to be wasted, as shown under Items 1 and 2 above, were reasonably comparable to the work the contractor could anticipate from examining the plans, that he has no further compensation due except that set forth in Item 9 above.

I agree. With your concurrence, I propose to send the attached letter to the Pacific Concrete Company.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

Attachment

cc Forrest Cooper

FORM E-20 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1965

SUBJECT: Arlington Viaduct
Contract No. 6219

To: Mr. Forrest Cooper
State Highway Engineer
OFFICE

Contract No. 6219 was awarded to Pacific Concrete Company and Otis P. Jordan, Jr. for structure and grading on February 8, 1963. Shortly thereafter Carl M. Halvorson, Inc. was approved as the subcontractor on the grading portion of this contract.

Contract Item No. 13 for embankment foundation excavation unclassified was for a net quantity of 6497 yards and a total quantity of 7100 yards. Item No. 14 for general excavation unclassified had a net quantity of 136,354 yards and a total quantity of 150,000 yards. Actual pay quantities from the final estimate for Item Nos. 13 and 14 are 24,858.4 cubic yards and 113,009.3 cubic yards, respectively, which is very close to the net yardage listed in the contract. Specifications provided that any excavation not needed in the embankment was to be disposed of by the contractor at locations and in a manner satisfactory to the Engineer with no separate or additional payment for the hauling of excess materials. During the first part of April 1963 it became evident that there was an error in the contract amounts for Items 13 and 14 and that to complete the project as shown on the plans there would be approximately 47,000 yards of excess material that would have to be wasted by the contractor. At this time an attempt was made to negotiate with the contractor for the disposal of the excess material. The contractor's proposed price for the disposal of the excess material was so far above his bid price that the State and the Corps of Engineers did not feel that it could be accepted. At this time and with the concurrence of the Corps it was decided to limit the contractor to the approximate quantities shown in the contract and the Corps agreed that the balance of the work would be completed by their grading contractor in this area.

Upon the completion of the grading work under this contract a claim was received from Carl M. Halvorson, Inc., through the prime contractor, on December 9, 1963 requesting payment for Item No. 14 on a cost plus basis. The contractor's claim amounted to approximately $40,000 more than he was actually paid under the contract for work completed on Item No. 14.

At the completion of the contract, material covering this claim was sent to the Corps on May 22, 1964 for their examination and recommendation. On September 23, 1964 a letter was received from the Corps after their review with the belief that the contractor's claim should be denied in its entirety. In the meantime a thorough examination of this claim had been made by Division and Construction Department personnel and the conclusion was reached that the contractor should be reimbursed for a portion of the claim. At a conference in Arlington with Corps personnel the problem was explained to them on the ground and it was pointed out to them that the State believed some extra compensation was due the contractor because of decreased efficiency in working in a confined space and because of the possibility that some of the material on the west side could have been removed by scraper rather than by drilling and shooting. By letter of October 21, 1964 the Corps agreed that the contractor had some additional compensation and asked the State to negotiate for a fair and reasonable settlement of the claim. On November 6, 1964 a meeting was arranged with the contractor at which time the contractor was offered $6,500 as additional compensation for revised working conditions on the west side and $1,260 for his actual costs plus percentage for drilling and shooting 3,000 yards of rock on the east side which was not removed.

At the meeting on November 6, 1964 the contractor stated that he would study our proposal for a lump sum adjustment of $7760 and advise in the very near future. On January 13, 1965 a letter was received from Carl M. Halvorson, Inc. advising that they could not accept the $7,760 and would proceed with litigation to collect the full amount they believed due unless the State would be willing to meet with them again to arrive at a more "equitable basis" for adjustment. The letter received January 13 has not been answered at this time.

Ivan D. Merchant
Bridge Engineer

IDM:mm
cc: Mr. Ivan D. Merchant

CARL M. HALVORSON, INC.
CONSTRUCTORS

CHERRY 4-7579

10626 S. W. BARBUR BLVD.
PORTLAND, OREGON

Mailing Address
P. O. BOX 1449
PORTLAND 7, OREGON

January 12, 1965

Oregon State Highway Commission
Salem, Oregon

Arlington Viaduct Contract 62-19
Pacific Concrete Co.

Att: Bridge Dept.

Gentlemen:

Reference is made to our meeting at the Metropolitan Office in Portland some weeks ago concerning the claim for additional compensation under subject contract which we have presented through the prime contractor, the basis of the claim being the increased costs incurred as a result of major changes in the nature and sequence of the work.

As you know, we have prepared and furnished you with complete work papers setting forth the basis for the amount we have requested as a price adjustment. At the above mentioned meeting we were presented with a proposed adjustment of $7,760.00, but our request for an explanation of the basis for this proposal was denied.

It would therefore appear that we are presented with a choice of accepting as full and complete settlement of our claim the amount of $7,760.00, without any explanation of the basis for this particular amount being furnished, or instigating legal proceedings to enforce the demand we have made. If this is our choice, we wish to advise that we will proceed with litigation.

We wish to reiterate our willingness to review this matter with you in a cooperative effort to determine an equitable basis for adjustment which is acceptable to all parties directly and indirectly concerned. We are prepared to meet with your representatives at any time for this purpose. If, however, it is not the desire of your office to have any further negotiations concerning this matter, we will appreciate being so advised and we will proceed with other measures without further delay.

Yours very truly,

CARL M. HALVORSON, INC.

Carl M. Halvorson
President

Porter - Advise.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——————— Irrigon-Umatilla Section
Contract No. 5955 ——————— Boardman Jct.-Irrigon Section
Contract No. 6014 ——————— John Day River Bridge
Contract No. 6209 ——————— Blalock-Arlington, G
Contract No. 6219 ——————— Arlington Viaduct
Contract No. 6292 ——————— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——————— Heppner Jct. Interchange Structure
Contract No. 6349 ——————— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——————— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——————— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——————— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——————— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 4-5-65 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,675.49	1,269,675.49	1,269,666.01	9.48
6292	1,060,015.33	1,010,936.59	959,922.32	51,014.27
6314	83,262.83	83,262.83	-	83,262.83
6349	1,385,068.89	55,842.05	-	55,842.05
6351	723,657.88	644,055.51	480,158.90	163,896.61
6388	1,223,997.62	365,975.28	214,205.72	151,769.56
6396	226,033.82	101,715.22	-	101,715.22
6544	13,757.98	12,211.58	-	12,211.58
				$622,942.70

* The above figures include Construction Engineering and Contingencies.

RECEIVED
MAR 4 - 1965

FOR FILING

6214

March 4, 1965

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No.
DA-45-164-CIVENG-61-103
Relocation of Oregon
Highway Facilities
John Day Lock and Dam

Dear Sir:

Reference is made to your letter of February 11 regarding better liaison between our respective organizations, particularly with respect to financial obligations incurred. Comments upon your proposals are as follows:

(a) We were under the impression that all Extra Work Orders, Price Agreements, and State Force Orders on contracts administered by the State Highway Department had been submitted to your Resident Engineer, Mr. Ben Molle' in duplicate by our Mr. J. S. Sawyer. I am currently having Mr. Sawyer re-check all of these jobs to be sure that this has been done. I am further advised that in cases where the change orders are of some magnitude, joint field inspection is made by your people and Mr. Sawyer.

You may have assurance that we will take every precaution to see that you are kept fully advised. If submission of these documents through your Resident Engineer's office is not the proper routing, please advise us of the routing you would prefer.

(b) At the end of each estimate period, you will be furnished with copies of the Resident Engineer's Project Cost Report for each project over which we have jurisdiction. In the past, we have furnished you with a listing of the unbilled accrued costs on each state-administered project.

For your further information, I am enclosing a copy of the above listing. This, again, is furnished to your Resident Engineer at Boardman.

We hope the foregoing procedures will expedite reimbursement to the State and simplify the audit at the final settlement stage.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Lloyd P. Shaw
Victor D. wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
J. S. Sawyer
A. F. Parson
J. F. Putnam

LHY:mb fn

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 502, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWCO-CA

11 February 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Draft for Cooper please

Dear Mr. Cooper:

It has come to my attention that, in preparation of final payments to State contractors performing work pursuant to the terms of our agreement contract above cited, there have been several changes executed under those contracts of which my office has not been informed and as a consequence, significant changes have been made in the obligation of the Government. I believe it is to our mutual advantage to develop a system of keeping our agencies as current as possible in such matters. I submit for your consideration that the following procedures be instituted as soon as possible:

a. Submit for my approval all changes to be executed under those construction contracts administered by your office and on which the Government has cost responsibility. This procedure is prescribed in Article 1c of our agreement. Any changes already executed should likewise be furnished so that our records may be current.

b. At the end of each month that your Resident Engineer staff make available for my staff of the Resident Engineer's office located at Boardman, Oregon, copies of the most recent payment estimates processed by you and work being performed by your contractors under this agreement contract and on which you are to be reimbursed from Government obligations.

Copy To Young
2-16-65

It is anticipated that, by the use of these procedures, processing of reimbursement to the State can be materially expedited, be more accurate, and that the obligations of the State and Federal Government be adjusted realistically as the need arises.

Your comments are requested.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
FEB 15 1965
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	Irrigon-Umatilla Section
Contract No. 5955	Boardman Jct.-Irrigon Section
Contract No. 6014	John Day River Bridge
Contract No. 6209	Blalock-Arlington, G
Contract No. 6219	Arlington Viaduct
Contract No. 6292	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	Heppner Jct. Interchange Structure
Contract No. 6349	E. Unit, Arlington-Heppner Jct.
Contract No. 6351	Blalock-Arlington, Stone Base and Oil
Contract No. 6388	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544	Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 2-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	587,800.59	523,142.53	480,158.90	42,983.63
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
				$ 375,905.28

* The above figures include Construction Engineering and Contingencies.

RECEIVED
APR 1 9 1965
FOR FILING

6219 NPWCO-CA

25 February 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

I am in receipt of your Invoice No. 83761 and Payment Voucher Estimate No. 14 (Final) under State Contract No. 6219 for construction of the Arlington viaduct. It is noted that there have been numerous changes to the schedule of contract prices and in order to properly establish and document the extent of Government obligation for this work, clarification is needed for each of these changes. Specifically, I refer to the following new items:

a. Slope Protection Gravel - This change is executed under Price Agreement No. 1 which was approved by the Contracting Officer on 27 March 1963. There is no question on this item.

b. Alter Federal Identification Construction Signs - This item was first brought to my attention by your letter of 22 May 1964 as work already accomplished. Request you furnish a copy of this change for my approval.

c. Additional Expense, ℄ Line Conflict - The problem with which this item dealt grew out of a conflict in use of work areas between your contractor, Otis P. Jordan, Jr., and the Government contractor, Carl M. Halvorson, Inc., and by letter from the Contracting Officer dated 7 October 1963, you were advised that additional costs to the State resulting from this conflict would be borne by the Government. To date, no indication of formal action by your office has been indicated and it is requested that you submit Price Agreement No. 4, by which you effected this change, to me for approval.

Orig to Stephenson
3-1-65

d. Cement Adjustment - I have received no information concerning this change and request you submit the appropriate documents effecting the change for my approval.

e. Adjusted Class A Concrete - Same as d. above.

f. Adjust Metal Reinforcement - Same as d. above.

g. Adjust Structural Steel - Same as d. above.

h. Water Line - It is assumed that this item is $2,508.43 for that work designated as Extra Work Order No. 1 for moving of water and sewer lines in the foundation areas. Inasmuch as this type of change was contemplated under the terms of the original contract as approved by this office and that the method for payment for such revisions was designated therein, no further documentation by you for this action is required.

In addition to the above-cited additions to the contract, it is noted that Item Nos. 16, "Extra for Selected Topsoil Mat"; 21, "36-inch CMP Uncoated"; and 24, "36-inch Culvert End Sections"; have been deleted in their entirety. I know of no contract provision whereby deletion of entire items may be done unilaterally and if you have formalized an agreement with the contractor for the elimination of all work under these items, it is requested that you submit such documents to this office for my approval.

It is requested that you furnish the necessary documentation of action taken on these changes at an early date so that delays in processing of the submitted voucher will be minimized.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

[illegible]

1-15-65

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-64-103 and DA-45-164-CIVENG-64-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5940 ------------------ Irrigon-Umatilla Section
Contract No. 5955 ------------------ Boardman Jct.-Irrigon Section
Contract No. 6014 ------------------ John Day River Bridge
Contract No. 6209 ------------------ Blalock-Arlington, G
Contract No. 6219 ------------------ Arlington Viaduct
Contract No. 6292 ------------------ Heppner Jct. Interchange and N. Unit, Heppner Jct.-[illegible]
Contract No. 6314 ------------------ Heppner Jct. Interchange Structure
Contract No. 6349 ------------------ S. Unit, Arlington-Heppner Jct.
Contract No. 6351 ------------------ Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ------------------ Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ------------------ Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. ____ ------------------ Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 1-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Cost
5940	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,327,600.00	243,960.00	243,960.00	-
6014	2,567,116.37	1,543,627.62	1,543,627.62	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,378.67	1,269,378.67	1,196,653.14	72,725.53
6292	1,056,996.70	1,008,057.75	669,814.26	338,243.49
6314	82,555.45	82,555.45	-	82,555.45
6349	1,396,051.33	55,342.05	-	55,342.05
6351	537,800.59	470,240.47	310,659.82	159,580.65
6388	834,631.03	249,554.68	51,318.68	198,236.00
6396	226,033.32	101,715.22	-	101,715.22
				$1,012,119.49

*The above figures include Construction Engineering and Contingencies.

[illegible]

RECEIVED
OCT 20 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6219

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 19, 1964

Matsen, Clark, Cory & Matsen
Attorneys at Law
1117 Washington Building
Seattle, Washington 98101

Attention: Newman H. Clark

Re: State Highway Contract No. 6219 -
Pacific Concrete Company and
Otis P. Jordan, Jr., Prime
Contractor

Gentlemen:

This is in reply to your letter of October 15, 1964, requesting that we make payment direct to Isaacson Iron Works in the amount of $39,979.55 for the amount of an alleged claim against the prime contractor.

Our warrant, covering final payment to the prime contractor for work performed on the subject contract, was released prior to receiving your letter.

However, we do not make payments to subcontractors, not withstanding our having received notice of claims, directly to subcontractors unless the same is reduced to judgment.

Very truly yours,

C. H. Maison
Controller

NOTED ON CARD
CC

CHM:jc

cc: Floyd Query
John Herr
George Rohde

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

[illegible]

10-19-64

[illegible] to U.S. Army Engineer's [illegible] Nos. DA-45-164-CIVENG-61-103 and [illegible]-164-CIVENG-61-265 regarding [illegible] of U.S. Routes 30 and 730 around the John Day Dam. The following [illegible] an estimate of the "Unbilled Accrued Costs' on contracts that have been [illegible] by the Oregon State Highway Commission.

Contract No. 5840 --- Irrigon-Umatilla Section
Contract No. 5955 --- [illegible] Jct.-Irrigon Section
Contract No. 6014 --- John Day River Bridge
Contract No. 6209 --- Blalock-Arlington, G
Contract No. 6219 --- Arlington Viaduct
Contract No. 6292 --- Heppner Jct. Interchange and
W. Unit, Heppner Jct.-[illegible]
Contract No. 6314 --- Heppner Jct. Interchange Structure
Contract No. 6349 --- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 --- Blalock-Arlington, Stone Base & Oil
Contract No. 6383 --- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 --- Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 10-5-[illegible] *	U.S. Army [illegible]	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,[illegible]00.00	$ 35,000.00	$ -
5955	1,3[illegible],600.00	3[illegible],[illegible]43.00	24[illegible],960.00	123,883.00
6014	[illegible],969.79	1,5[illegible],[illegible]27.62	1,543,627.62	-
6209	3,[illegible]41,464.2[illegible]	3,[illegible]67,[illegible]31.95	3,464,710.85	3,221.10
6219	1,262,4[illegible]2.61	1,[illegible],[illegible]82.67	1,1[illegible]6,653.14	65,[illegible]29.47
6292	1,0[illegible]3,061.0[illegible]	[illegible],[illegible]30.[illegible]	[illegible],[illegible]14.26	315,416.11
6314	[illegible]1,754.3[illegible]	[illegible]1,[illegible]54.3[illegible]	-	81,754.36
6349	1,[illegible]42,549.[illegible]	[illegible],[illegible]01.[illegible]	-	53,701.99
6351	575,639.59	45[illegible],[illegible]11.[illegible]	310,659.82	148,251.35
6383	544,95[illegible].03	16[illegible],[illegible]41.25	51,318.68	111,6[illegible].57
6396	179,456.67	[illegible]0,[illegible]55.50	-	50,[illegible].50
				$984,4[illegible].95

* The above figures include Construction Engineering and Contingencies.

RECEIVED
OCT 2 - 1964

FOR FILING

6219

October 2, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Cahill Bldg., 350 Sansome St.,
San Francisco 4, California

Gentlemen:

On September 29, 1964, we wrote to you concerning release of final payment on contract #6219, awarded to Pacific Concrete Co., & Otis P. Jordan, Jr., for structure-grading on the Arlington Viaduct Section of the Columbia River Highway in Gilliam County.

Final payment on this contract is $43,207.85 and the total contract amount is $1,202,755.73, including $2,500.43 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
Woodlark Bldg.,
Portland 5, Oregon

cc: Pacific Concrete Co., &
Otis P. Jordan, Jr.,
P. O. Box 7648
Portland 20, Oregon

cc: Isaacson Iron Works
P. O. Box 3623
Seattle 24, Washington

cc: C. H. Mahon
Attn.: John Herr

RECEIVED
SEP 29 1964

[illegible]

6219

September 28, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed April 17 on Contract No. 6219. The contract was with Pacific Concrete Company and Otis P. Jordan, Jr. and was for work on the Arlington Viaduct on the Columbia River Highway in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 28, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
AUG 26 1964
FOR FILING

[illegible]
6219

August 26, 1964

Watson, Clark, Cory & Watson
Attorneys at Law
1117 Washington Building
Seattle, Wn., 98101

Gentlemen:

This is to acknowledge receipt of the claim letter of August 14 on behalf of Isaacson Iron Works, advising that Pacific Concrete Co. & Otis P. Jordan, Jr. owe them for labor and materials in the amount of $39,979.55. The claim states that this is in connection with State Highway Contract #6219 with Pacific Concrete Co. & Otis P. Jordan, Jr., for structure and grading on the Arlington Viaduct Section of the Columbia River Highway in Gilliam County.

The Secretary of State has informed us that Isaacson Iron Works' claim was filed in his office on August 17, 1964, and assigned his File No. 4090.

This information is being noted in our records and we will advise the surety and the contractor of this filing.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

James E. Schram & Co.
Woodlark Building
Portland 5, Oregon

Pacific Concrete Co. &
Otis P. Jordan, Jr.
10401 N. E. Marx Street
Portland 20, Oregon

Commissioners

CWH:fp

Noted on card F.P.

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

HOWELL APPLING, JR.
Secretary of State

August 17, 1964

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

We have received from Robert W. Isaacson, c/o Matsen, Clark, Cory & Matsen, 1117 Washington Building, Seattle, Washington 98101, and filed as of today a notice of claim by Isaacs Iron Works, P. O. Box 3625, Seattle 24, Washington, for furnishing and erection of structural steel and material together with labor and rental of equipment for structure and grading on the Arlington Viaduct of the Columbia River Highway in Gilliam County, for labor or materials performed or furnished by Isaacson Iron Works, in the sum of $39,979.55 against the bond taken from Glens Falls Insurance Company for the work of Pacific Concrete Company and Otis P. Jordan, Jr., under the terms of contract No. 6219 for said structure and grading for which the Glens Falls Insurance Company furnished the bond.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

Frances Koop
By
Public Records Section

FK

Our file No. 4090.

NOTED
C. W. HEAD

Received
Aug. 18, 1964
State Hwy. Comm.

JOSEPH MATSEN
NEWMAN H. CLARK
CLYDE RAY CORY, JR.
JOSEPH R. MATSEN
THOMAS E. SPRAGUE

MATSEN, CLARK, CORY & MATSEN
ATTORNEYS AT LAW
1117 WASHINGTON BUILDING
SEATTLE 1, WASHINGTON

MAIN 4-2277
MAIN 3-4597

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

August 14, 1964

To: State Highway Department
Oregon State Highway Commission
State of Oregon
Salem, Oregon

Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, Isaacson Iron Works, a State of Washington corporation, address, Post Office Box 3625, Seattle 24, Washington, has a claim for furnishing and erection of structural steel and material, together with labor and rental of equipment for structure and grading on the Arlington Viaduct of the Columbia River Highway in Gilliam County, State of Oregon, for labor or materials performed or furnished by Isaacson Iron Works, a corporation, in the sum of $39,979.55, against the bond taken from Glens Falls Insurance Company for the work of Pacific Concrete Company and Otis P. Jordan, Jr., under the terms of contract No. 6219 for said structure and grading for which the Glens Falls Insurance Company furnished the bond which was taken and received by the Oregon State Highway Commission and/or State Highway Department of Oregon, which contract has been completed by General Contractors, Pacific Concrete Company and Otis P. Jordan, Jr. The amount stated of $39,979.55 is due and payable to the undersigned Isaacson Iron Works with reference to said contract and performance by the undersigned, as above stated.

Signed this 14th day of August, 1964 at Seattle, Washington.

Cc [illegible]

Isaacson Iron Works

By Robert W. Isaacson
Robert W. Isaacson,
Authorized Signature

NHC:n
cc: Pacific Concrete Company and
Otis P. Jordan, Jr. (Certified Mail)
cc: Glens Falls Insurance Company (Certified Mail)

RECEIVED
JUN 12 1964
FOR FILING

7 1

6219

June 11, 1964

Isaacson Iron Works
P. O. Box 3625
Seattle 24, Washington

Attention: Mr. R. C. Edenholm

Gentlemen:

Your letter of June 8 addressed to the attention of Mr. Maison advising that Pacific Concrete Company owes you $39,979.55 for furnishing and erecting steel has been referred to this office for reply.

You state this is in reference to Contract No. 6219 awarded to Pacific Concrete Company and Otis P. Jordan, Jr., for structure and grading on Arlington Viaduct of the Columbia River Highway in Gilliam County. This contract has not been completed.

The Glens Falls Insurance Company through James E. Schram and Company, Woodlark Building, Portland 5, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission.

It is not the policy of the State to make payments directly to claimants for the reason that some claims are controversial. It is possible that you might wish to contact the surety concerning this matter.

Very truly yours,

NOTED ON CARD
dc

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

cc Mr. C. H. Maison

CIRCLE I BRAND STEEL PRODUCTS

Isaacson Iron Works

PHONE PArkway 5-5100 ☆ POST OFFICE BOX 3625 ★ Seattle, 24 ★ WASHINGTON

NEW PHONE ROckwell 2-1100

June 8, 1964

State of Oregon
State Highway Commission
Salem, Oregon

Attention: Mr. Maison

Subject: Contract No. 6219
Arlington Viaduct

Gentlemen:

We have been furnishing and erecting steel for Pacific Concrete Company, the Prime Contractor, under the above contract.

According to our records, the total amount of the contract is $398,226 and we have received remittances totaling $358,246.45 with a balance owing of $39,979.55 representing 10% retainage on this contract.

It would be sincerely appreciated if you would kindly protect our interest after the contract is approved and final payment is made. May we suggest a remittance payable to Pacific Concrete Company and Isaacson Iron Works or if you have any other suggestions we would be happy to comply with your requirements.

Yours very truly,

ISAACSON IRON WORKS

R C Edenholm

R. C. Edenholm

RCE:ra

Cec, lets talk about this
46

Query

NOTED
C. W. HEAD

RECEIVED
JUN - 9 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 18 1964
FOR FILING

May 18, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Release of $25,081.92 on contract #6219 after May 25, 1964, will be made to Pacific Concrete Co., & Otis P. Jordan, Jr., for structure-grading the Arlington Viaduct Section of the Columbia River Highway in Gilliam County.

This payment reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $35,784.73.

You have been advised previously that a claim has been filed with us. Also, an injunction filed against us by the contractor on November 15, 1963, which has since been withdrawn at a hearing in Condon on November 19, 1963.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
Woodlark Bldg.,
Portland 5, Oregon

cc: Pacific Concrete Co., &
Otis P. Jordan, Jr.,
P. O. Box 7648
Portland 20, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
APR 23 1964
FOR FILING

Salem, Oregon
April 22, 1964

Ivan Merchant
Bridge Engineer

OFFICE

Attached is a letter from the Corps of Engineers and a $2,500 Relocation Service Request signed by J. H. Boddow, Colonel.

His request asks that we pay our contractor on the Arlington Viaduct $2,500 as damages for permitting the Corps' contractor access to the Viaduct area in order that he may construct a service road to be used in connection with the Corps' contract.

I am sure you are familiar with the situation where the two contractors were working at approximately the same location at the same time, hence the damage claim.

I believe this is all in order for you to make payment to the Arlington Viaduct contractor on a monthly progress voucher.

L. H. Young
Office Engineer

JAH:lt

cc: Lloyd P. Shaw
Frank Morgan

NPWPO-6 14 April 1964

Re: Contract No. DA-45-164-CIVENG-61-163
Relocation of Oregon Hiwy Facilities,
Arlington Viaduct Sec.-Contr. 6219,
W/A OSH-JD-1

State of Oregon
State Highway Department
Salem 10, Oregon

Gentlemen:

Inclosed are original and five copies of Work Authorization No. OSH-JD-1 authorizing the Lump Sum Payment of $2,500 to your contractor under subject contract No. 6219.

Sincerely yours,

Incl.
OSH-JD-1 (in sext)

BEN W. HOLLE
Authorized Representative
of the Contracting Officer

Copy furnished:
Sawyer, The Dalles, Ore.

NPD Form 83
Jan 1956

U. S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
Bldg. 602, City-County Airport
Walla Walla, Washington

RELOCATION SERVICE REQUEST

Project Location John Day Relocations	**Work Authorization No.** OSH-JD-1
Contract No. DA-45-164-CIVENG-61-[illegible]	**Date** 24 Mar 1964

To: Oregon State Highway Commission
Salem, Oregon

You are hereby authorized to perform the items of work or services as described hereunder. This work authorization will be utilized as supporting evidence upon submittal of claim for reimbursements. Costs of such service are subject to audit as stipulated within the agreement. This authorization is not to be used as a blanket authority.

Specific Description of Work to be performed and/or Plant or Services Requested:

Make a Lump Sum payment of $2,500 under your contract No. [illegible], Arlington Viaduct, to your Contractor, Pacific Concrete Company and [illegible] P. Jordan, Jr., as full compensation for additional costs caused by use of ramp '[illegible]' by Government Contractor, Peter Kiewit Sons' Company, prior to completion of work under contract No. 6219.

Reference: Cont. Officer letter to OSH dated 7 Oct 63.

Recommended under provisions of Article [illegible], paragraph b, of subject contract.

RECOMMENDED FOR APPROVAL BY:
Ben W. Molle
BEN W. MOLLE, Resident Engineer
John Day Relocations, South Shore
(Title)

APPROVED BY:
J H Beddow
J. H. BEDDOW, Colonel, Corps of Engineers
Contracting Officer
(Title)

Date: 27 Mar 64

Chargeable to Cost Code Symbol: ______

4-15-64

RECEIVED
APR 16 1964
FOR FILING

U. S. ARMY ENGINEER RESIDENT OFFICE
CORPS OF ENGINEERS

John Day Relocations, South Shore
Post Office Box 46
Boardman, Oregon

NPWPO-S

14 April 1964

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Hiway Facilities,
Arlington Viaduct Sec.-Contr. 6219,
W/A OSH-JD-1

State of Oregon
State Highway Department
Salem 10, Oregon

Gentlemen:

Inclosed are original and five copies of Work Authorization No. OSH-JD-1 authorizing the lump Sum Payment of $2,500 to your contractor under subject contract No. 6219.

Sincerely yours,

Incl.
OSH-JD-1 (in sext)

BEN W. HULSE
Authorized Representative
of the Contracting Officer

Copy furnished:
Sawyer, The Dalles, Ore.

NOTED
LLOYD P. SHAW

original to Young
with attach.
4-16-64

OREGON [illegible]

2-17-64

Referring to U.S. Army Engineer's [illegible] No. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following [illegible] of the "Unbilled Accrued Costs" on contracts that have been [illegible] Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, [illegible]
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6297 ----- Heppner Jct. Interchange and E. Unit, Heppner Jct.-[illegible]
Contract No. 6314 ----- Heppner Jct. Interchange Structures
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil

Cont. No.	Total Amount of Work Performed to 1-5-64 *	U.S. Army Est.	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,[illegible].00	$ 35,000.00	$ 35,000.00	$ -
5955	1,3[illegible],000.00	37[illegible]43.00	248,960.00	1[illegible]3,883.00
6014	[illegible]	1,586,728.12	1,416,954.77	169,773.35
6209	3,8[illegible]5,019.[illegible]	3,91[illegible].60	3,689,338.41	227,834.19
6219	1,2[illegible].11	1,[illegible].61	1,062,382.40	167,180.21
6297	3[illegible]7,8[illegible]	378,[illegible].00	-	378,684.00
6314	-	-	-	-
6349	141,476.60	4,859.09	-	4,859.09
6351	151,971.78	135,[illegible]4.88	-	135,[illegible]4.88
				$1,207,469.22

* The above figures include Construction Engineering and Contingencies.

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 8820

WEEK ENDING: March 13, 1964

SECTION: Arlington

SECTION PREFIX: 611-1054

HIGHWAY: Columbia River

COUNTY: Gilliam

NAME OF JOB: Arlington Viaduct

KIND OF WORK: 1,463 Steel Girder

CONTRACTOR: Pacific Concrete Co., et al

CONTRACT NUMBER: 6219

FEDERAL AID PROJECT NUMBER: I-80N-4

DATE OF CONTRACT: 8 February, 1963

DATE WORK STARTED: 4 March, 1963

ESTIMATED COMPLETION DATE: April 1, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION: 0

SPECIFIED WORK DAYS: 280

WORK[illegible]: [illegible]

PERCENT OF [illegible] ELAPSED: 88.6

PROJECT AUTHORIZATION: $1,373,212.13

ENGINEERING AUTHORIZATION: $97,650.64

EXCLUSIVE OF ENGINEERING: $1,275,561.49

ENGINEERING COST TO DATE: $58,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.9

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,196,777.00

PERCENT OF AUTHORIZATION: 59.4%

ESTIMATED PERCENT: [illegible] UNDERRUN: 6%

DATE PROJECT WAS COMPLETED: 3-1-63

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
		100	99.8				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 air compressor(150 CFM) and 2 chipping guns.

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Cloudy		
MONDAY 9	Cldy Windy		
TUESDAY 10	Ptly Cldy Shwrs		
WEDNESDAY 11	Cldy Shwrs		
THURSDAY 12	Ptly Cldy Shwrs		
FRIDAY 13	Ptly Cldy Windy		
SATURDAY 7	Cloudy		

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
MAR 1[illegible] 1964

CB

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8	No Job Activity
MONDAY 9	Scraped and painted damaged sections of structural steel in span 13 damaged by Peter Kiewit Sons operations. 2 painters cleaning paint from private autos splattered during bridge painting.
TUESDAY 10	Applied 2nd coat of paint to damaged section of span 13. Continued cleaning cars.
WEDNESDAY 11	Applied first finish coat of paint to damaged section of Span 13. Cleaning cars.
THURSDAY 12	Completed paint repair in span 13. Began deck grinding operations. Cleaning cars.
FRIDAY 13	Continued grinding deck. Cleaning cars.
SATURDAY [illegible] 7	No Job Activity.

REMARKS

Remaining for completion:
- Deck grinding and patching.
- Misc. shaping of backfill.
- Minor concrete Surface finishing.

Next Week: Complete all remaining work above -estimated date of final completion Thursday March 19, 1964.

cc: Construction Division.

SIGNED D. W. Gallaher,

ADDRESS Arlington

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

OREGON STATE HIGHWAY COMMISSION

1-15-64

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 -------- Irrigon-Umatilla Section
Contract No. 5955 -------- Boardman Jct.-Irrigon Section
Contract No. 6014 -------- John Day River Bridge
Contract No. 6209 -------- Blalock-Arlington, G
Contract No. 6219 -------- Arlington Viaduct
Contract No. 6292 -------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 -------- Heppner Jct. Interchange Structure
Contract No. 6349 -------- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 -------- Blalock-Arlington, Stone Base & Oil

Cont. No.	Total Amount of Work Performed to 1-5-64*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,793,045.83	3,489,602.14	3,289,338.41	200,263.73
6219	1,201,132.61	1,201,132.61	1,062,382.40	138,750.21
6292	201,278.81	191,959.60	-	191,959.60
6314	-	-	-	-
6349	69,459.40	2,788.38	-	2,788.38
6351	56,495.00	50,280.55	-	50,280.55
				$ 877,699.32

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

12-[illegible]-63

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	--------	Irrigon-Umatilla Section
Contract No. 5955	--------	Boardman Jct.-Irrigon Section
Contract No. 6014	--------	John Day River Bridge
Contract No. 6209	--------	Blalock-Arlington
Contract No. 6219	--------	Arlington Viaduct
Contract No. 6292	--------	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	--------	Heppner Jct. Interchange Structure

Cont. No.	Total Amount of Work Performed to 12-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,779,940.00	3,477,544.80	2,945,202.23	532,342.57
6219	1,183,832.61	1,183,832.61	583,224.42	600,608.19
6292	42,682.92	40,706.70	-	40,706.70
6314	-	-	-	-
				$1,467,314.31

* The above figures include Construction Engineering and Contingencies.

RECEIVED
NOV 27 1963
FORM E-30X 50M 3-63 49608
FOR FILING

6219

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon
INTER-DEPARTMENT CORRESPONDENCE
November 21, 1963

MEMORANDUM TO THE FILES:

To:

SUBJECT: Arlington Viaduct
Coordination of Construction
Operation
Contract No. 6219

For some time attempts have been made to get an agreement between Pacific Concrete Company, contractor for the State on the Arlington Viaduct, and Peter Kiewit Sons' Company, contractor for the U.S.E.D. on the Arlington Section grading. On November 12 I was informed by Otis P. Jordan, Jr., of Pacific Concrete Company that an injunction had been filed in Condon to prohibit the State from assigning certain work areas, claimed by Pacific Concrete Company, to Peter Kiewit Sons' Company, and certain other allegations as listed in the injunction. A hearing on the injunction was set for 10:30 A.M., November 19, before Judge Howell in Condon.

Prior to the injunction hearing Judge Howell met with Jim Maletis, Attorney for Pacific Concrete Company, John Oldfield, Attorney for U.S.E.D. Walla Walla District, and Al Johansen, Staff Attorney for the Oregon State Highway Department. As a result of this meeting, representatives of the Pacific Concrete Company, the U.S.E.D. and Oregon State Highway Department were requested to make a final attempt at settlement of the dispute. Vern Glidden, representing Pacific Concrete Company, Ben Molle, U.S.E.D., Resident Engineer, and myself representing the Oregon State Highway Department, arrived at the following solution:

1. Ben Molle accepted for the U.S.E.D. responsibility for any damage that occur to the structure from the operation of its grading contractor. As required by the contract, all other damages that may occur to the structure are the responsibility of the Pacific Concrete Company.

2. As soon as completed by Pacific Concrete Company in accord with the plans and specifications, the structure will be accepted by the State. This applies in particular to the concrete girder spans 1 and 2 at the west end of the structure.

3. Peter Kiewit Sons' Company to be restricted on Ramp C as directed by my letter of October 30 to Pacific Concrete Company and Peter Kiewit Sons' Co.

NOTED

4. It is recognized that there will be some additional cost to Pacific Concrete Company to have the grading contractor's operation in progress. As full payment to Pacific Concrete Company for loss of work space on Ramp C, clearing material and equipment from the sub-grade from the bridge end and 50' westerly therefrom, decreased efficiency due to grading and blasting operations, increased costs of form stripping and falsework removal, potential dust damage to paint, etc., the U.S.E.D. accepted an offer of settlement by Pacific Concrete Company of $2,500—State to make a Price Agreement in favor of Pacific Concrete Company in that amount.

As a result of the agreement mentioned in 4, to pay Pacific Concrete Company $2,500—as full payment for alleged damages and the acceptance by the U.S.E.D. of responsibility for physical damage the injunction was withdrawn by Pacific Concrete Company.

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. F. M. Stephenson ✓
Mr. A. W. Parsons
Mr. Donald W. Gallaher
Mr. Leonard I. Lindas

P.S. As further protection to Pacific Concrete Company during the time that they are completing the west end of the Arlington Viaduct, it was agreed by Peter Kiewit Sons' Company that they would leave a plug of material across the main roadbed section with a minimum length of 50' until such time as the bridge contractor has completed all work at the west end of the structure.

IDM.

NOTED ON CARD
dc

NOV 2[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

11 26-63

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	---------	Irrigon-Umatilla Section
Contract No. 5955	---------	Boardman Jct.-Irrigon Section
Contract No. 6014	---------	John Day River Bridge
Contract No. 6209	---------	Blalock-Arlington
Contract No. 6219	---------	Arlington Viaduct
Contract No. 6292	---------	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	---------	Heppner Jct. Interchange Structure

Cont. No.	Total Amount of Work Performed to 11-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,527,443.81	1,583,599.01	1,416,954.27	166,644.74
6209	3,699,908.44	3,403,915.73	2,945,202.23	458,713.50
6219	1,118,666.53	1,118,666.53	583,224.42	535,442.11
6292	-	-	-	-
6314	-	-	-	-
				$1,284,683.35

* The above figures include Construction Engineering and Contingencies.

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NOV 19 1963

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6219

November 18, 1963

Oregon State Highway Commission

Re: Pacific Concrete Co. v.
State of Oregon
Contract No. 6219
Arlington Viaduct

Gentlemen:

There has been filed in the Circuit Court of the State of Oregon for the County of Gilliam a complaint for an injunction against the Highway Commission by the plaintiffs Pacific Concrete Company and Otis P. Jordan, Jr. The plaintiffs are the contractors on the above project. The complaint urges that the State of Oregon be restricted from directing the plaintiffs to make available to Peter Kiewit Sons' Company an area known as Ramp "C", which is 30 feet northerly of the face of the columns of Bents 1, 2 and 3 of the Arlington viaduct. The contract number is 6219.

The main complaint by the Concrete Company is that if we allow Peter Kiewit Sons' Company to work in this area it will incur additional costs and damage resulting from drilling and shooting by the Peter Kiewit Sons' Company in connection with plaintiffs' contract, and during the blasting period plaintiffs will be required to shut down, which will also cause them delay and additional expense. The plaintiffs further allege that personnel of Peter Kiewit Sons' being in the area will cause confusion and interfere with the work of the plaintiffs.

This matter has been set down for a hearing on a show cause order for the 19th of November at the Circuit Courthouse at Condon. At that time one of our staff attorneys will be present to protect the rights of the State and to present evidence to show that the injunction is without merit and that the plaintiffs have adequate remedy at law.

NOTED
FORREST COOPER

I shall keep you fully informed of the progress of this matter.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:jm
cc: Forrest Cooper
R. L. Porter
Lloyd Shaw
P. M. Stephenson
Tom Edwards
Floyd Query
C. H. Maison
Robert Thornton

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NOV 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 1 5 1963

FOR FILING

6219

[illegible] - please note on card

#6

Salem, Oregon
Nov. 15, 1963

Mr. L. I. Lindas
Chief Counsel
Salem

Attached is a Summons, Complaint for Injunction No. 5757, an Affidavit No. 5757, and an Order to Show Cause and Temporary Restraining Order No. 5757, all in the Circuit Court of Gilliam County, in the case of Pacific Concrete Company and Otis P. Jordan, Jr., vs. the State Highway Commission, in which the Plaintiff protests certain orders made by the State Highway Department concerning the operations of Peter Kiewit Sons' Company as they pertain to the operation of Contract No. 6219 with Pacific Concrete Company and Otis P. Jordan, Jr.

These documents were received in this office at 9:00 a.m., November 15, 1963.

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

FQ:fp

NOTED ON CARD
dc

OREGON STATE HIGHWAY COMMISSION

12-17-63

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea

Contract No. 6314 ——— Heppner Jct. Interchange Str.

Cont. No.	Total Amount of Work Performed to 10-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,527,443.81	1,583,599.01	1,416,954.27	166,644.74
6209	3,609,419.00	3,320,665.48	2,945,202.23	375,463.25
6219	949,138.31	949,138.31	583,224.42	365,913.89
6292	-	-	-	-
6314	-	-	-	-
				$1,031,904.88

* The above figures include Construction Engineering and Contingencies.

OREGON STATE HIGHWAY COMMISSION

9-17-63

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	———	Irrigon-Umatilla Section
Contract No. 5955	———	Boardman Jct.-Irrigon Section
Contract No. 6014	———	John Day River Bridge
Contract No. 6209	———	Blalock-Arlington
Contract No. 6219	———	Arlington Viaduct
Contract No. 6292	———	Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	———	Heppner Jct. Interchange Str.

Cont. No.	Total Amount of Work Performed to 9-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,507,781.56	1,571,965.44	1,272,928.55	299,036.89
6209	3,398,530.03	3,126,647.60	1,570,096.24	1,556,551.36
6219	841,712.66	841,712.66	281,955.18	559,757.48
6292	-	-	-	-
6314	-	-	-	-
				$2,542,884.73

* The above figures include Construction Engineering and Contingencies.

RECEIVED
OCT 1 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6919

September 16, 1963

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Haul Road Structures U'Xing
UPRR and US Highway No. 30
Arlington Viaduct Section

Attached are five sets of drawings Nos. 1 through 4 showing the proposed structures Peter Kiewit Sons'Company propose to build crossing Union Pacific Railroad and the Columbia River Highway.

We have reviewed their design and have approved them as noted.

We are sending you these plans in order that you may review them and see if they meet your specifications.

Will you please return one set with your approval and comments noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

by

Theo. C. Roake
Assistant Bridge Engineer

NOTED
P. M. STEPHENSON

TCR/mm
Attached

cc: Mr. P. M. Stephenson ✓
Mr. R. H. Brown

RECEIVED
OCT 1 1 1963
FOR FILING

[illegible]

NPWCO-CA
[illegible]

REFERRED TO
Forest Cooper
BY SECRETARY

SHAW

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

7 October 1963

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
Arlington Viaduct Section - Contract 6219

State of Oregon
State Highway Department
Salem 10, Oregon

Gentlemen:

Receipt is acknowledged of your letter dated 24 September 1963 referencing Arlington Viaduct Section, Contract 6219.

I concur that the action taken by the State in this matter has been in accordance with my intentions. Further, I concur that any additional costs or legitimate claims paid by the State of Oregon to Pacific Concrete Company and determined to be occasioned as a direct result of this action, will be reimbursed to the State of Oregon.

Sincerely yours,

J H Beddow
J. H. BEDDOW
Colonel, CE
Contracting Officer

RECEIVED
OCT 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT - 9 1963
OREGON
STATE HIGHWAY COMMISSION

Copies to
Young
Morgan
10-11-63

[illegible]ECEIVED
OCT 28 1963
FOR FILING

I-80N-4

Salem, Oregon
September 10, 1963

Mr. F. D. Morgan
Construction Engineer
Building

Attached is a communication from Colonel J. H. Beddow in regard to conflict between contractors on the John Day Lock and Dam project. Colonel Beddow has requested that we accept certain portions of ramps B and C as outlined in his letter.

Will you please contact the Colonel and advise him as to what action has been taken with our contractors. Please route a copy of your communication to this office for our records.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

NPWCO

6 September 1963

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Lock and Dam

State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

Reference is made to your Contract No. 6219 for construction of the Arlington Viaduct and our Contract No. DA-45-164-CIVENG-64-135 for Grading and Interchange Construction, Interstate Highway 80N, Arlington Area, and UPRR Shoofly.

As you may be aware, there is a problem of interference between our contractors with respect to use of portions of Ramps B and C of the Arlington Interchange under construction. Your contractor, Pacific Concrete Company, has objected to utilization of a portion of these ramps northerly of the viaduct structure built under your Contract No. 6219 by our contractor, Peter Kiewit Sons' Company. Inclosed herewith for your ready reference are copies of communications with respect to this problem. It was previously agreed between members of our respective staffs that it was desirable and feasible for our contractor to use a segment of these ramps northerly of the viaduct in order to economically construct overpasses of U. S. 30 and the Union Pacific Railroad tracks for use in hauling excavated material to a waste area riverward of the highway and railroad. Your Mr. Sawyer has informed that the portions of Ramps B and C under controversy are substantially complete.

It is imperative that this matter be resolved at the earliest possible date. Toward this end, it is requested that you accept from your contractor for use those portions of Ramps B and C located north of the viaduct. Should there be any work remaining to be done in these areas, it can be accomplished under our Contract No. DA-45-164-CIVENG-64-135.

Sincerely yours,

J. M. BEDDOW
Colonel, CE
Contracting Officer

7 Incls
1. OSHD ltr dtd 21 Feb 63
2. CofE ltr dtd 21 Mar 63
3. OSHD ltr dtd 9 Apr 63
4. DF dtd 9 May 63
5. OSHD ltr dtd 7 Jun 63
6. Pacific Concrete ltr dtd 30 Aug 63
7. Peter Kiewit ltr dtd 3 Sep 63

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
HOME OFFICE-OMAHA, NEBRASKA
P. O. Box 1777
VANCOUVER, WASHINGTON

September 3, 1963

Resident Engineer
U. S. Army Engineer, Resident Office
John Day Relocations, South Shore
P. O. Box ;46
Boardman, Oregon

Re: Contract No. DA-45-164-CIVENG-64-135
Highway 80N and UPRR Shoofly
Serial Letter V-1

Gentlemen:

Friday 30 August 1963 Mr. Otis Jordon of Pacific Concrete Company called the writer and inquired in what manner we intended to haul the excavation from the above contract cut areas to the fills. I informed him that we expected to build haul structures from the B and C ramps across the highway and railroad and to haul down the ramps and across the structures. I also told him that we expected to terminate these structures on the fills and/or cuts (probably from 100 to 200 feet from the excavation limit of the B and C ramps) built under his contract.

He then told me that it is his intention to prevent this if he can. He mentioned contacting the Oregon State Highway Department, the Corps of Engineers and used the word injunction. He claimed that his contract made no reference to other work in the vicinity. He implied that he would be damaged but did not state how.

As you are aware any delay in the construction of these bridges will delay the completion of our contract and perhaps increase its cost. We feel that you should be aware of this development.

Yours very truly;

PETER KIEWIT SONS' CO.

Ed

Edward C. Lynch

ECL:nb
cc: Res. Engineer (4)
Ivan Merchant
John Carroll
Merlyn Marks
File

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P.O. Box 7648
Portland 20, Oregon

10401 N. E. Marx Street
ALpine 4-7315

RECEIVED
SEP 3 1963
NORTHWEST DISTRICT

RECEIVED
SEP 3 1963
NORTHWEST DISTRICT

August 30, 1963

Mr. Ivan D. Merchant, Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Re: Arlington Viaduct
Contract No. 6219
Coordination of Construction Operation

Gentlemen:

First let me review the facts on this matter.

On June 6, 1963 you wrote a memorandum outlining your views. On June 17th I answered your memorandum and in effect, disagreed with your memorandum and contentions, and reiterated our position that we were entitled to exclusive right to the entire area for the duration of our contract without any interference from any other contractor.

As soon as the Corp's subject plans came out, we carefully studied them and decided that the Overpass Structures could not be completed without interference to our contract. We therefore called all of the subject bidders, gave a price and prewarned them of our existing rights. It is my understanding that most of the bidders used our price.

Peter Kiewitt Sons' Company was called and the entire matter was explained to them, infact, explained to Mr. Ed Lynch the Assistant Manager and Chief Estimator.

Peter Kiewitt Sons' have preliminarily staked the Overpass Structures and both of them fall within the confines of our project. Today I called Mr. Lynch and asked him what his intentions were, and he confirmed that he intended to build the detour structures within our contract area.

I again reiterate our position that we have exclusive rights to the work area until our contract has been accepted by the Oregon State Highway Department. In our contract there is not even a mention of an intent to let any conflicting contract. It is without question that we have exclusive rights to the contract area.

Please be advised that any interference by others with this exclusive right, will be dealt with by us with appropriate legal action; however, we trust legal action will not be necessary and that we can resolve this matter to our mutual satisfaction.

Sincerely yours,

PACIFIC CONCRETE COMPANY

Otis P. Jordan Jr.

Otis P. Jordan, Jr.
President

OPJ:omcm

cc: C. Vernon Glidden
Donald W. Gallaher
✓ Peter Kiewitt Sons' Co. - Vancouver, Wash.
Department of the Army - Walla Walla, Wash.
Atten: C. G. Hansens
A. F. Parson - LaGrande, Oregon
F. D. Morgan
Cookingham and Maletis, Attorneys
Corp of Engineers - Boardman, Oregon
Atten: Ben Molle

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
[redacted] R.L. [illegible]
DEPUTY STATE HWY. ENG.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1963

Walla Walla District
U. S. Army Corps of Engineers
Building 602, County/City Airport
Walla Walla, Washington

Attention: Mr. C. G. Hansens

Gentlemen:

Re: Rufus Overcrossing of U.P.R.R.

Enclosed please find a copy of a Memo to the Files which I wrote to all concerned regarding our meeting in Arlington on Tuesday. I believe the statements indicated in this memo are as we agreed. Please advise if they are not in accordance with your ideas on the subject.

I mentioned the problems which we were having in the layout of the proposed Rufus Overcrossing of the Union Pacific Railroad. I am enclosing two prints of the vicinity map Drawing No. 13654 as prepared in our Rural Section and two prints of a blow up of the track and highway intersection indicating the switch mound location and the case mound location as provided us by the Railroad. The location of the switch at Railroad Station 3662+60 and the case mound at Station 3662+76 could not be in a worse position from a structural layout standpoint. The mound constructions add approximately 21 feet in width perpendicular to the railroad which, when applied to the skew length, adds approximately 42 feet to the span lengths over the railroad tracks. By moving the switch and case mound 150 feet westerly along the railroad track as indicated on the 1" - 50 scale will clear the structure and permit us to use normal length spans. I have contacted the Railroad and they tell me that it is the Corps' responsibility to lay out the trackage, and that they have no objection to the revision; provided, there is no cost for which they would be obligated in making the change. This also would be the position of the State in that I am asking you to make the change in switch location without cost to the State. If this can be done by the Corps, will you please furnish me with the necessary alignment for spur track No. 1 so that our vertical and horisontal dimensions may be computed.

With reference to the track layout shown on 19654, I cannot see that the proposed siding track No. 1 was ever tied to the main line.

It is necessary that we proceed with the PUC hearing on this crossing at the earliest possible time, and I would appreciate your expediting this matter insofar as possible.

Please advise if there is any additional material that you need from us, and I will send it along.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/ww
Enclosure

cc: Mr. P. M. Stephenson
Mr. F. D. Morgan

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1963

SUBJECT:
Arlington Viaduct
Contract No. 6219
Coordination of Construction
Operations

To:

MEMO TO FILES:

The Walla Walla District, U. S. Army Engineers, are preparing a contract for construction of the Interstate Highway 80N and the Arlington shoofly. It is anticipated that this contract will be advertised later this month.

To coordinate construction operations between the proposed contract and the Arlington Viaduct Contract No. 6219, a meeting was held in Arlington on June 4. Present at this meeting were:

Mr. C. O. [illegible], U. S. Army Engineer District, Walla Walla,
Washington
Mr. O. S. [illegible], Deputy State Highway Engineer, Retired
Donald Gallaher and Loren [illegible], Assistant Engineer on
Contract No. 6219, and the writer, Fred D. Marchant
Mr. Vern [illegible], the contractor's superintendent on the
project, was not present; however, he was contacted at his
John Day River Bridge office by phone

Contract No. 6219 for the Arlington Viaduct includes roadbed construction for various approach ramps in the general vicinity of the ends of the structure. It is anticipated that there would be a considerable overrun in total excavation if the ramps were completed according to the plans of Contract No. 6219. It has been decided that the total excavation under Contract No. 6219 will be limited to approximately the yardage shown in the contract with any additional yardage necessary to be completed by the Interstate 80N and the Arlington shoofly future contract to be awarded by the Walla Walla District of U. S. Army Engineers.

So that there will be no interference between the Arlington Viaduct contractor and the future Arlington shoofly contractor, it has been decided that the Corps of Engineers will limit work on ramp "D". The future contractor will not be permitted to do any work on ramp "D" East of Station 1352+00 prior to September 30, 1963 at which time the Arlington Viaduct contractor will have completed the West spans of the structure. The Arlington Viaduct contractor is to have complete access on ramp "C" to a point opposite the extreme westerly end of the viaduct structure. The viaduct contractor is also to be permitted full access to the roadbed section excavated under Contract No. 6219, and extending approximately 50 feet East of the most westerly end of the viaduct. The access at the sub-grade level

West of the structure and on ramp "C" will be until completion of the viaduct structure which is estimated to be September 30, 1963.

Mr. Vern Glidden, the contractor's superintendent, was contacted by phone at Arlington and agreed that this was a liberal estimate of time, and would be perfectly satisfactory to the viaduct contractor.

Considerable solid rock excavation will be made by the Arlington shoo-fly contractor to complete excavation on the "B" ramp. The USED will require their contractor to be responsible for any damage to the completed structure due to blasting in this rock excavation.

Please advise immediately if there are any exceptions to the statements made above.

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. F. B. Morgan
Mr. A. F. Parsons
Mr. Donald Gallisher
U. S. Army Engineer District
Walla Walla, Washington
Attention: Mr. C. C. [illegible]

Pacific Concrete Company and
Otis F. Jordan, Jr.
10402 N. E. Marx
Portland 20, Oregon

DISPOSITIO FORM
(AR 340-15)

OFFICE SYMBOL OR FILE REFERENCE	SUBJECT
NPWEN-RE	John Day Project, Meeting with Oregon State Highway Department Officials

TO THRU Ch, Relocations Branch FROM Ch, JD So Shore Section DATE 9 May 1963 CMT 1
Hansens/ss

TO: Engineering Division Files

1. On 6 May 1963 I visited the Arlington, Oregon area and met with the following persons:

Mr. Don Gallaher, Bridge Engineer, Oregon State Highway Department
Mr. Loren Weber, Resident Engineer, Oregon State Highway Department
Mr. Frank Morgan, Construction Engineer, Oregon State Highway Department
Mr. J. S. Sawyer, Resident Engineer, Oregon State Highway Department
Mr. Tom Mendiola, John Day South Shore Office

We discussed construction items as follows:

a. At the west end of the Arlington viaduct, now under construction by the State of Oregon, there is an overrun of excavation of approximately 75,000 cubic yards. The best apparent resolution of this overrun is to delete the excavation from the viaduct contract with the exception that the contractor would blast it prior to pouring concrete for the viaduct. This material would then be removed by the grading contracto under NPW jurisdiction. This action should not result in a claim by the Highway Department Contractor as leaving the material in place and will give him an elevated access point for placing concrete on the west end of the structure.

b. The proposed location of the overpasses of U. S. 30 to haul excavated material to the waste area was discussed. The most favorable location for the east overpass will apparently lead from approximately Station 1981+00 on Ramp B to the riverward side of the Union Pacific Railroad. This will pass immediately east of the existing depot. The west overpass would be located across the Union Pacific Railroad stockyards beginning at Station 1950+00 on Ramp C. The riverward end of this haul road could be on either bank of Willow Creek depending on the desires of the contractor.

2. Mr. Glidden was contacted and stated that he would write a letter to the Resident Engineer describing his attitude towards the deletion of the excavation described above and the amount of interference which would result from hauling the excavation materials.

3. Messrs. Morgan, Sawyer, Mendiola and I then visited the Wildcat Canyon Road where Mr. Roy Phillipi, a well known property owner, has voiced objection to the location of the cattle guard across this county road. As a result of our discussion Mr. Morgan stated that the Highway Department would undoubtedly request that the cattle guard be moved to a new location and we agreed that any action by the district would be deferred pending receipt of a letter from the department outlining the construction that would be accomplished and arranging for payment for this work.

Incl

4. Mr. Mendiola and I briefly visited the Slate-Hall Contract. It was noted that this contractor is conducting foundation excavation between Stations 4241+00 and 4247+00 by drilling and blasting operations.

C. G. HANSENS
Chief, John Day South Shore Section

3

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINE
[redacted] R.L. PORTER
DEPUTY STATE HWY. EN
LEONARD I. LINDAS
CHIEF COUNSEL

April 9, 1963

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Gentlemen:

21

Reference is made to the relocation of Highway 80-N in the Arlington area on the John Day Lock & Dam Project and to your letter of March 18, 1963.

We concur with your decision to proceed with the design of the retaining wall on the basis of your construction cost estimates indicating a saving of $20,000 by construction of a retaining wall.

Conflict of contractor's operations in the area, adjacent to the viaduct, may be a problem but it does not appear to be serious. As no provision was made in our present Arlington Viaduct contract for another contractor's operation, any interference from the proposed hauling would be cause for a claim for additional compensation. It appears desirable that negotiation with the contractor for the Arlington Viaduct, be started prior to the actual conflict in operations so that maximum coordination of the two projects is possible.

The easterly ramp "B" haul road shown on your sketch map appears to present some problems as far as handling traffic on our present facility is concerned. If a substantial change in traffic plan is proposed, it should be presented for our review at an early date.

Copies of this hauling plan will be furnished to Mr. J. Sawyer, State Highway Department Liaison Engineer, Mr. Ivan Merchant, State Highway Department Bridge Engineer,

A-C3

District Engineer
Corps of Engineers

and Mr. A. F. Parson, State Highway Department Division Engineer at La Grande. It is suggested that these men get together with Corps of Engineers personnel and work out hauling pattern and highway traffic problem prior to award of your next contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

F. D. Morgan
Construction Engineer

DJB:db

NPWEN-RE

21 March 1963

Re: Contract No. DA-45-164-CIVENG-61-103

State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

ATTENTION: Mr. Frank Morgan, Construction Engineer

Dear Sir:

Reference is made to the location of Interstate Highway 80N in the Arlington area and to your letter of 21 February 1963, in which you suggest the construction of a partial viaduct at the west end of the Arlington viaduct in lieu of the retaining wall which we have proposed.

A comparative cost estimate has been prepared which indicates that the partial viaduct would cost $96,000 compared to $76,000 for the retaining wall. The bottom portion of the retaining wall may be buried by a rock fill on the riverward side to increase stability and reduce the exposed height of the wall to approximately 25 feet. We, therefore, will proceed with the plans for this area, using the retaining wall for the final design.

Concerning the conflict of the contractors' operations in this area, we are transmitting a drawing showing a proposed use of the westbound ramps as haul roads for the excavation contractor's use in disposing of the waste materials on the riverward side of the Union Pacific Railroad. This will cause a conflict with the operation of the viaduct contractor, but we do not believe that this will unduly hamper his contract, and in any event the available space in this area is so limited that an adjustment will undoubtedly be required in that contract. The final design in this area will only be completed after the excavation contractor's operations are well under way but we feel that the provision for the use of the ramps by our contractor should be clearly established in the invitation for bids.

HRM/ss
CCH
AWW
ACR
ECF
M & R
SUPPLY

As we are planning to advertise this contract in May 1963, your early comments will be appreciated.

Sincerely yours,

1 Incl
Map

E. C. FRANZEN
Chief, Engineering Division

FORM 2-128

COMMISSIONERS
ENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR
LEONARD I. LINDAS
CHIEF COUNSEL

February 21, 1963

District Engineer
Corps of Engineers
Building 602
City-County Airport
Walla Walla, Washington

ATTENTION: Hal Miller

Gentlemen:

Review of a proposed retaining wall near the west end of the Arlington Viaduct on the relocated Columbia River Highway has been made. The extreme height of the wall is primary cause for concern along with the costs involved for construction. From the limited foundation data available, it appears that an investigation as to the feasibility of a partial viaduct should be undertaken.

Also involved with the construction of either plan is a problem of conflict between contractor's operation which should be resolved.

Your comments on both of the previous problems would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

OREGON STATE HIGHWAY COMMISSION

8-12-63

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ———— Irrigon-Umatilla Section
Contract 5955 ———— Boardman Jct.-Irrigon Section
Contract 6014 ———— John Day River Bridge
Contract 6209 ———— Blalock-Arlington
Contract 6219 ———— Arlington Viaduct
Contract 6292 ———— Heppner Jct. Interch. & N. Unit, Heppner Jct.-Rhea

Cont. No.	Total Amount of Work Performed to 8-5-63	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,497,281.56	1,565,978.34	1,272,928.55	293,049.79
6209	3,067,896.33	2,822,464.60	1,570,096.24	1,252,368.36
6219	606,875.26	606,875.26	281,955.18	324,920.08
6292	-	-	-	-
				$1,997,877.23

RECEIVED
AUG 1 - 1963

FOR FILING

6219

July 31, 1963

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim in the amount of $25,000, which has been filed with the Secretary of State by Lehman & Robinson, Attorneys, on behalf of Calbag Steel Warehouse Co., for steel furnished to Pacific Concrete Co. & Otis P. Jordan, Jr., Portland.

The claim states that this is in reference to the Contract No. 6219 with Pacific Concrete Co. & Otis P. Jordan, Jr., for structure and grading on the Arlington Viaduct Section of the Columbia River Highway in Gilliam County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head, Asst. Secretary

Enc.

CC:
James E. Schram & Co.
Woodlark Building
Portland 5, Oregon

NOTED ON CARD
lc

Pacific Concrete Co. &
Otis P. Jordan, Jr.
P. O. Box 7640
Portland 20, Oregon

Lehman & Robinson
Oregon Bank Building
Portland 4, Oregon
Attn: Gerald H. Robinson

Commissioners

CWH:fp

LAW OFFICES
LOHMAN & ROBINSON

ROBERT LOHMAN
GERALD H. ROBINSON

OREGON BANK BUILDING
PORTLAND 4, OREGON
CAPITOL 6-6031

July 26, 1963

Howell J. Appling, Jr.,
Secretary of State
Salem, Oregon

Dear Mr. Appling:

Notice is hereby given that the undersigned Calbag Steel Warehouse Co., a corporation, has a claim for steel furnished by Calbag Steel Warehouse Co., in the sum of $25,000.00, against the bond taken from Pacific Concrete Company and Otis P. Jordan, Jr., as principals and Glens Falls Insurance Company, surety, for the work of highway improvement at or near Arlington, Oregon, State Highway Department contract No. 6219.

CALBAG STEEL WAREHOUSE CO.
an Oregon Corporation

By LOHMAN& ROBINSON
Gerald H. Robinson
Gerald H. Robinson
Authorized Attorneys

GHR:bs

Enclosure

File # 4024

FILED
JUL 29 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUL 29 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUL 30 1963
FOR FILING

6217

July 25, 1963

Lohman & Robinson
Oregon Bank Building
Portland 4, Oregon

Attention: Mr. Gerald H. Robinson

Gentlemen:

In your letter of July 24, you ask that we make direct payment to Calbag Steel Warehouse Co. in the amount of $25,000 for steel furnished to Pacific Concrete Company on Contract No. 6219.

Pacific Concrete Company & Otis P. Jordan, Jr., have held several contracts for the State Highway Department and have always had a good reputation for paying their bills when due.

A long-standing policy has been in effect in this department of not making payments directly to claimants, principally because we do not wish to be in the position of judge and jury in case claims are disputed; also, the bond put up by the contractor assures payment if the contractor for some reason is unable to pay.

The claim has been filed with us and, if you wish, we will file it with the Secretary of State to assure full protection for your client under the performance bond.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

NOTED
C. W. HEAD

[illegible] - to note
76

LAW OFFICES
LOHMAN & ROBINSON

ROBERT LOHMAN
GERALD H. ROBINSON

OREGON BANK BUILDING
PORTLAND 4, OREGON
CApitol 6-6031

July 24, 1963

COPY

State Highway Department
Salem, Oregon

Attention: Floyd Query, Secretary

Re: Calbag Steel Warehouse Co. and Pacific Concrete Co, Contract No. 6219

Dear Mr. Query:

Thank you for your letter of July 22, 1963, relative to our client's claim against Pacific Concrete Company.

I am given to understand that all of the steel has been delivered to Pacific Concrete under our contract and that it has been incorporated into the job.

Calbag Steel Warehouse Co. is in the process of liquidating its steel sales activities in line with a recent transaction with another firm. Furthermore, the company's main stockholder died two years ago and his estate is still being probated. In this connection, it is necessary to liquidate the accounts receivable of the company as soon as possible in order to terminate the probate.

Under these circumstances, in order to facilitate the closing of the above mentioned estate, we would appreciate your consideration of direct payment by you to Calbag Steel Warehouse Co. of the $25,000.00 balance remaining on this contract, pursuant to your authority in ORS 27.314(1).

I am sure that Pacific Concrete Company will verify the correctness of our claim and the amount of the figure. If, however, you need further information in order to give this matter consideration, please advise the undersigned and we will obtain everything you need.

Yours very truly,

LOHMAN& ROBINSON

Gerald H. Robinson

GHR:bs
cc: Calbag Steel Warehouse Co.

RECEIVED
JUL 25 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 23 1963
FOR FILING

6219

July 22, 1963

Lohman and Robinson
Law Offices
Oregon Bank Building
Portland, Oregon

Gentlemen:

This is to acknowledge receipt of a copy of your letter of July 18 addressed to Mr. Dean Swift, Division Engineer at Bend, informing us that Pacific Concrete Company owes your client, Calbag Steel Warehouse Company, for furnishing steel in the amount of $25,000.

You state this is in reference to the highway relocation at Arlington. Our records indicate this to be the Pacific Concrete Company and Otis P. Jordan, Jr., Contract No. 6219, structure and grading the Arlington Viaduct on the Columbia River Highway in Gilliam County. Our Bridge Division informs us that this job was approximately 34% complete as of July 5. The estimated completion date is May 1, 1964.

The Glens Falls Insurance Company through James E. Schram and Company, Woodlark Building, Portland, furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it.

We will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Glens Falls Insurance Company, San Francisco 4, Calif.
James E. Schram & Co., Portland, Ore.
Pacific Concrete Co., & Otis P. Jordan, Jr., Portland, Ore.
Commissioners
Dean Swift

CWH:fkn

NOTED ON CARD

LAW OFFICES
LOHMAN & ROBINSON

ROBERT LOHMAN
GERALD H. ROBINSON

OREGON BANK BUILDING
PORTLAND 4, OREGON
CApitol 6-6031

July 18, 1963

COPY

Division Engineer
State Highway Department
Bend, Oregon

Attention: Mr. Swift

#6219

Re: Calbag Steel Warehouse Co. -- Pacific Concrete Co.

Dear Mr. Swift:

This office represents Calbag Steel Warehouse Co., which has supplied steel to Pacific Concrete Company used in the construction of the highway relocation at or near Arlington, Oregon. At present, there is an unpaid balance due our client in the amount of $25,000.00 for steel furnished on this job.

[illegible] 34

We would appreciate your advice as to whether the job is finished and if so, the completion and acceptance date. If the job is incomplete, approximately when will it be finished.

We would further appreciate the name and address of the bonding company which has furnished the required completion bond for Pacific Concrete Company if it is a prime contractor, or for the prime contractor if someone else.

A copy of this letter is being sent to the State Highway Department in Salem, in case the requested information is in that office. However, we have been advised by the Portland office to contact you directly.

Yours very truly,
LOHMAN & ROBINSON

Gerald H. Robinson

GHR:bs
cc: Oregon State Highway Department

Cec, go ahead & answer this
F.G.

NOTED
C. W. HEAD

RECEIVED
JUL 19 1963

FOR FILING

~~NPWEN-RE~~

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

17 July 1963

Re: Contract No. DA-45-164-CIVENG-61-103
State Highway Department Agreement,
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Center & Capitol Streets
Salem 10, Oregon

Dear Mr. Cooper:

We recently received an information copy of Mr. J. S. Sawyer's letter of 28 June 1963 to the Division Engineer Mr. A. F. Parson, subject: "Excess Material on 'A' Line, Arlington Viaduct Project, State Contract No. 6219." Mr. Sawyer states therein that approximately 2,500 cubic yards of shot rock will be left near Ramp "A" Station 1979+50 by your contractor.

This is to advise you that the referenced material will be included in our Arlington Highway 80N and shoofly grading contract, which has a bid opening date of 1 August 1963. Addendum No. 1 to this contract will extend the present contract limit on Ramp "A" from Station 1980+00 back to 1979+50.

Sincerely yours,

A. W. Welch
A. W. WELCH
Authorized Representative of the
Contracting Officer

RECEIVED
JUL 18 1963
OREGON
STATE HIGHWAY COMMISSION

original To Morgan
7-19-63

NOTED
LLOYD P. SHAW

OREGON STATE HIGHWAY COMMISSION

7-11-63

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-163 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ————	Irrigon-Umatilla Section
Contract 5955 ————	Boardman Jct.-Irrigon Section
Contract 6014 ————	John Day River Bridge
Contract 6209 ————	Blalock-Arlington
Contract 6219 ————	Arlington Viaduct
Contract 6292 ————	Heppner Jct. Interch. & W. Unit, Heppner Jct.-Rhea

Cont. No.	Total Amount of Work Performed to 7-1-63	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,[illegible],000.00	372,843.00	245,304.00	127,539.00
6014	2,471,467.31	1,551,428.63	1,272,928.55	278,500.08
6209	6,479,133.45	2,483,202.82	1,570,096.24	913,106.58
6219	417,142.42	417,142.42	281,955.18	135,187.24
6292	-	-	-	-
				$1,454,332.90

[illegible]

6-12-63

Referring to U. S. Army Engineer's [illegible] Nos. DA-45-164-CIVENG-[illegible], and [illegible]-65 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the Unbilled Accrued Costs on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ———— Irrigon-Umatilla Section
Contract 5955 ———— Boardman Jct.-Irrigon Section
Contract 6014 ———— John Day River Bridge
Contract 6209 ———— Blalock-Arlington
Contract 6219 ———— Arlington Viaduct

Cont. No.	Total Amount of Work Performed to 6-5-63	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,459,402.81	1,544,549.45	1,272,928.55	271,620.90
6209	2,419,747.13	2,226,167.33	1,059,816.48	1,166,350.85
6219	313,004.82	313,004.82	-	313,004.82
				$1,878,515.57

OREGON STATE HIGHWAY COMMISSION

5-14-63

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-62-215 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge
Contract 6209 ——— Blalock-Arlington
Contract 6219 ——— Arlington Viaduct

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,433,654.65	1,529,867.83	678,529.01	851,338.82
6209	1,949,346.73	1,793,398.96	-	1,793,398.96
6219	215,350.82	215,350.82	-	215,350.82
				$2,987,627.60

RECEIVED
M W 15
APR 16 1963

FOR FILING

I-90N-4

6219

April 15, 1963

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Lock and Dam
Arlington Viaduct
State Contract No. 6219

Dear Sir:

With reference to your letter of March 27, I enclose a copy of the executed price agreement covering the installation of granular stabilization material on certain excavated slopes.

This price agreement indicates our belief of the necessity for the work and our concurrence therein.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd F. Shaw
Victor D. Wolfe
I. Merchant
F. Morgan
L. Young
C. Maison

LHY:mmb bbc

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWCO-CA

27 March 1963

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

[illegible]

Dear Mr. Cooper:

Reference is made to letter dated 20 March 1963 from your Mr. J. S. Sawyer, Resident Engineer at The Dalles, Oregon, to our Mr. Benaiah W. Molle, Resident Engineer, John Day Relocations, South Shore Resident Office at Boardman, Oregon, transmitting a Price Adjustment covering the installation of granular stabilization material on certain excavated slopes.

Pursuant to Article 1c of our contract, I concur in the above-cited addition to the contract and request your similar concurrence.

Porter

Sincerely yours,

J H Beddow
J. H. BEDDOW
Colonel, CE
Contracting Officer

RECEIVED
APR 3 1963
OFFICE ENGINEERING
DIVISION

RECEIVED
MAR 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 29 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 25 1963
FOR FILING

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RE

20 March 1963

RE: Contract No. DA-45-164-CIVENG-61-103

John Day

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Edwards:

Reference is made to your letter of 20 February 1963 transmitting an application for an access point to U. S. Highway 30 at Mile Post 146.37. This access point was originally requested by the Resident Engineer, John Day South Shore Relocations, but due to the fact that construction is scheduled to begin in the spring of 1963, the expenditure of funds to construct this access point is not considered justified.

It is requested that this permit be revised to provide for construction of the permanent access point as shown on drawing JDR-1-0-4/2 of Exhibit A of the above referenced contract. This access point will be for permanent access to the Union Pacific Railroad and is located in Section 5, Township 3 North, Range 22 East Willamette Meridian, and is the point referred to in my letter of 11 February 1963.

Sincerely yours,

E. C. Franzen

E. C. FRANZEN
Chief, Engineering Division

1 Incl (dup)
Permit No. 12716

RECEIVED
MAR 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 1 9 1963

FOR FILING

NPWCO-CA

REFERRED TO
Forrest Cooper

U. S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
Bldg. 602, City-County Airport
Walla Walla, Washington

12 March 1963

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Oregon State Highway Commission

Salem, Oregon

SHAW

Gentlemen:

Forwarded for your information is a copy of a letter by which the Resident Engineer is designated as Authorized Representative of the Contracting Officer under this contract.

By way of clarification, you are advised that this formal delegation of authority is not intended to change procedures followed in the past but rather is furnished in order to clearly define the authority of the Resident Engineer

Baxter

Sincerely yours,

Bertram W. Hoare
BERTRAM W. HOARE
Chief, Construction Division

1 Incl
Cy ltr dtd 8 Mar 63

[illegible] SHAW

MAR 1 [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 [illegible]
OREGON
STATE HIGHWAY COMMISSION

cc Young
Morgan
3-19-63

U. S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
Bldg. 602, City-County Airport
Walla Walla, Washington

NPWCO-CA

8 March 1963

SUBJECT: Delegation of Authority, Contract No. DA-45-164-CIVENG-62-322, 62-183, 61-287, 61-265, 61-150, 61-120, 61-103, 60-190, 60-174, 60-121, 60-111, 59-17 and 58-128

TO:
Mr. Benaiah W. Molle
Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

1. You are hereby designated Authorized Representative of the Contracting Officer for the subject agreement contract which is assigned to your office for administration.

2. Authority is hereby delegated to you to (a) inspect work performed by the owner or by contractors employed by him to the extent necessary to protect the interests of the Government, (b) initiate and recommend for approval work authorizations where applicable, (c) obtain from the contractor such information as may be required under the terms of the contract, and (d) receive and approve field work papers and/or invoices submitted by owner contractors for reimbursement.

3. You may redelegate to individuals of your staff the authority to exercise in your absence the functions described above. Such delegations will be in writing and will be to one person at one time for any particular function. Copies of such delegation will be provided the Chief, Construction Division, Chief, Supply Division, Comptroller, and the contractor. No further redelegation is authorized.

J. H. BEDDOW
Colonel, CE
Contracting Officer

RECEIVED
FEB 20 1963

~~FOR FILING~~

29

February 20, 1963

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
Additional Right of Way
John Day

Dear Sir:

Reference is made to your letter of February 5 concerning the revision of Exhibit "D" of Contract No. DA-45-164-CIVENG-61-103 for the relocation of Highway 80N on the John Day Lock and Dam project.

Tracts 1821 through 1825 that were added to this exhibit are adequate and meet with our approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan

DLT:bjh: ajw

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWCO-CA

5 February 1963

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities -
Additional Right-of-Way, John Day

State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

5 +14 ✓

Dear Sir:

It has been determined necessary and advantageous to both the Government and the Oregon State Highway Commission to revise Exhibit D of Contract No. DA-45-164-CIVENG-61-103.

This revision was found to be necessary through detailed design studies of the four-lane facility and tracts 1823 and 1825 will be shown as a portion of the betterments as shown on the attached revised Exhibit D drawing.

Your concurrence in this revision is requested in accordance with Article 1c of our contract.

The inclosed copies of revised Exhibit D are for your retention and subsequent to your concurrence will become part of the afore-mentioned contract as stipulated in Article 1c.

Sincerely yours,

J H Beddow
J. H. BEDDOW
Colonel, CE
Contracting Officer

1 Incl (in dupe)
Rev. Exhibit D

Copies of Exhibit D
on file in Road Design
2-14-63 - Trout

RECEIVED
FEB 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED
Barbee
By Construction Engineer

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FEB [illegible] 63
OREGON
STATE HIGHWAY COMMISSION

M

[illegible] 63

[illegible]

Referring to U. S. [illegible] DA-[illegible] regarding the [illegible] around the John [illegible] shows an estimate of [illegible] on contracts [illegible] by the United States [illegible]

Contract [illegible] ——— [illegible]
Contract [illegible] ——— [illegible]
Contract [illegible] ——— [illegible]
Contract [illegible] ——— [illegible]
Contract 6219 ——— [illegible]

Cont. No.	Total Amount of Work Performed to Date	U. S. Army [illegible]	Amount [illegible]	[illegible]
[illegible]	$ 379,220.00	$ 35,[illegible].00	$ 35,[illegible].00	$ -
[illegible]	1,529,600.00	373,[illegible].00	245,384.00	[illegible]
[illegible]	2,354,064.65	1,4[illegible].01	670,539.01	[illegible]
[illegible]	1,213,724.90	1,[illegible].91	-	1,[illegible].91
6219	115,260.00	115,260.00	-	[illegible]
				$2,257,[illegible].51

RECEIVED
APR 2 - 1963

FOR FILING

Arlington Viaduct
Structure

L. Shaw

APB TDL 2 4-1-63 1017AM

ALL POINTS

US 30, COLUMBIA RIVER HIGHWAY, IMMEDIATELY EAST OF ARLINGTON, WILL BE CLOSED TO TRAFFIC (DUE TO BLASTING) AT 12 NOON THIS DATE FOR APPROXIMATEL 20 MINUTES WITH ONE-WAY TRAFFIC THEREAFTER TILL EVENING.

ATTEND

AF
-.0).)+.

Shaw

RECEIVED
APR 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

3-15-63

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-[illegible] and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5940 ————————Irrigon-Umatilla Section
Contract 5955 ————————Boardman Jct.-Irrigon Section
Contract 6014 ————————John Day River Bridge
Contract 6089 ————————Blalock-Arlington
Contract 6219 ————————Arlington Viaduct

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5940	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,334,348.00	372,843.00	245,304.00	127,539.00
6014	2,157,260.79	1,374,143.51	678,529.01	695,614.50
6089	691,252.61	635,952.40	-	635,952.40
6219	-	-	-	-
				$1,459,105.90

This report includes work performed to March 5, 1963.

RECEIVED
FEB 27 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-80N-4

6219 —

February 21, 1963

District Engineer
Corps of Engineers
Building 602
City-County Airport
Walla Walla, Washington

ATTENTION: Hal Miller

Gentlemen:

Review of a proposed retaining wall near the west end of the Arlington Viaduct on the relocated Columbia River Highway has been made. The extreme height of the wall is primary cause for concern along with the costs involved for construction. From the limited foundation data available, it appears that an investigation as to the feasibility of a partial viaduct should be undertaken.

Also involved with the construction of either plan is a problem of conflict between contractor's operation which should be resolved.

Your comments on both of the previous problems would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

NOTED
LLOYD P. SHAW

RECEIVED
FEB 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

GCW:jd

cc: Lloyd P. Shaw

RECEIVED
MAR 4 - 1963

FOR FILING

I-80N-4

6219

February 6, 1963

Pacific Concrete Co.
and Otis P. Jordan, Jr.
10401 N. E. Marx
Portland 20, Oregon

Gentlemen:

The State Highway Commission on January 31, 1963, accepted your proposal for construction of the Arlington Viaduct Section on the Columbia River Highway in Gilliam County for the sum of $1,217,333.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6219. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Pacific Builder & Engineer, Inc., Seattle, Wn.
Mr. Lowell Richards, Seattle, Wn.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

fkn

NOTED
J. Mc C.

RECEIVED
FEB 8 - 1963

FOR FILING

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWSU-PR

I-80N 11

6:19

4 February 1963

Re: Contract DA-45-164-CIVENG-61-103
Arlington Viaduct Section
Project I-80N

State of Oregon
State Highway Department
Salem 10, Oregon

SHHW

ATTENTION: Mr. Forrest Cooper

Gentlemen:

In accordance with the provisions of referenced contract, concurrence is hereby given to award a contract to Pacific Concrete Company and Otis P. Jordan, Jr., acting as joint venturers, in the amount of $1,217,333.00 for Construction of the Arlington Viaduct Section, Project I-80N.

Sincerely yours,

J H Beddow
J. H. BEDDOW
Colonel, CE
District Engineer

NOTED
LLOYD P. SHAW

RECEIVED
FEB - [illegible]
OREGON
STATE HIGHWAY COMMISSION

original To Young
2-8-63

RECEIVED
JAN 9 1963
FOR FILING

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

I-80N-4 NPWEN-RE
6-21-1

4 January 1963

Re: Contract No. DA-45-164-CIVENG-61-103

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Reference is made to the Arlington viaduct which is a portion of the relocation of U. S. Highway 30 on the John Day project and which you are proposing to advertise for construction bids in the near future.

The proposed contract drawings were approved and returned to you on 31 December 1962. In accordance with the above referenced contract you are also advised that under Article 5, Paragraph b.3.(11), all construction costs for the work under this proposed contract, in the approximate amount of $1,300,000, will be the responsibility of the Government.

Various minor corrections in the contract specifications have been discussed by Mr. C. Hansens and Mr. I. Merchant, and subject to these corrections, the contract documents are approved for advertisement.

Sincerely yours,

J. H. Beddow
J. H. BEDDOW
Colonel, CE
Contracting Officer

RECEIVED
JAN 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 7 1963
OREGON
STATE HIGHWAY COMMISSION

original To Young
1-9-63

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FOR FILING

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[illegible] 21 [illegible]

LOCATION PROSPECTUS
ARLINGTON VIADUCT SECTION
COLUMBIA RIVER HIGHWAY
GILLIAM COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Columbia River Highway, which is a State Primary Facility on the Federal-aid Interstate and Throughway Systems. The westerly terminus is at Station 1557+50, which station is approximately 1.0 miles westerly of the city of Arlington. The easterly terminus is at Station 1665+00, which station is approximately 1.0 miles easterly of the city of Arlington. The overall length of the project is 2.0 miles.

The aforementioned termini have been selected to establish a centerline traverse between location work areas of adjoining sections west and east and to cover the majority of work involving earthwork and extensive details which will be restricted to the proposed viaduct and approaches approximate Station 1601+00 to 1618+00.

This will be a location survey to prepare plans, specifications and estimates for grading and paving on new alignment in connection with the proposed viaduct. The city of Arlington will be affected by this project.

The general route was established in the Salem office by mutual agreement with the Army Corps of Engineers. Reconnaissance has been made by the Rural Design Section. Soils investigations will be conducted to supplement existing data. Special drainage studies will be made where conditions warrant. An economic analysis is not needed at this time.

NOTED
FORREST COOPER

The existing 1961 ADT is 2,950 and the projected 1975 ADT is 6,500. Traffic and alignment warrant a Class "A-4" highway with maximum grade and curvature of 5 per cent and 1 degree, 30 minutes, respectively. This will be a four-lane freeway with a typical section consisting of two 24-foot travel ways with 6-foot inside shoulders and 10-foot outside shoulders. Traveled ways will be separated with a variable 8.4 foot (viaduct area) to 76-foot median. Four feet of the inside shoulders on section with wide medians, and 8 feet of the outside shoulders will receive 2 inches of asphaltic concrete. The first 2 feet on the outside shoulders and all of the narrow median strip will be paved full depth with asphaltic concrete. Deviations from State and Federal Interstate standards are not anticipated.

The rise and fall and central angle of the proposed facility will be determined at the time of the survey.

This will be a freeway with no direct access to the highway or connecting interchange legs. There is an interchange planned in connection with the proposed viaduct for access to and from the city of Arlington. There is one major stream crossing, China Creek, which will flow under the proposed viaduct. There is a railroad crossing at the easterly end of the proposed viaduct which will be under this facility.

The tentative base design for construction is:

	Stage 1	Stage 2	Stage 3
Paving	1-1/4" 0-11	4" AC	1-1/2" AC
Top Course Base	2 " Level		
Bottom Course Base	10-1/2" Crushed		
S.S.M.	18 " Rock Sand or Gravel		
Total	13-3/4"	17-3/4"	19-1/4"

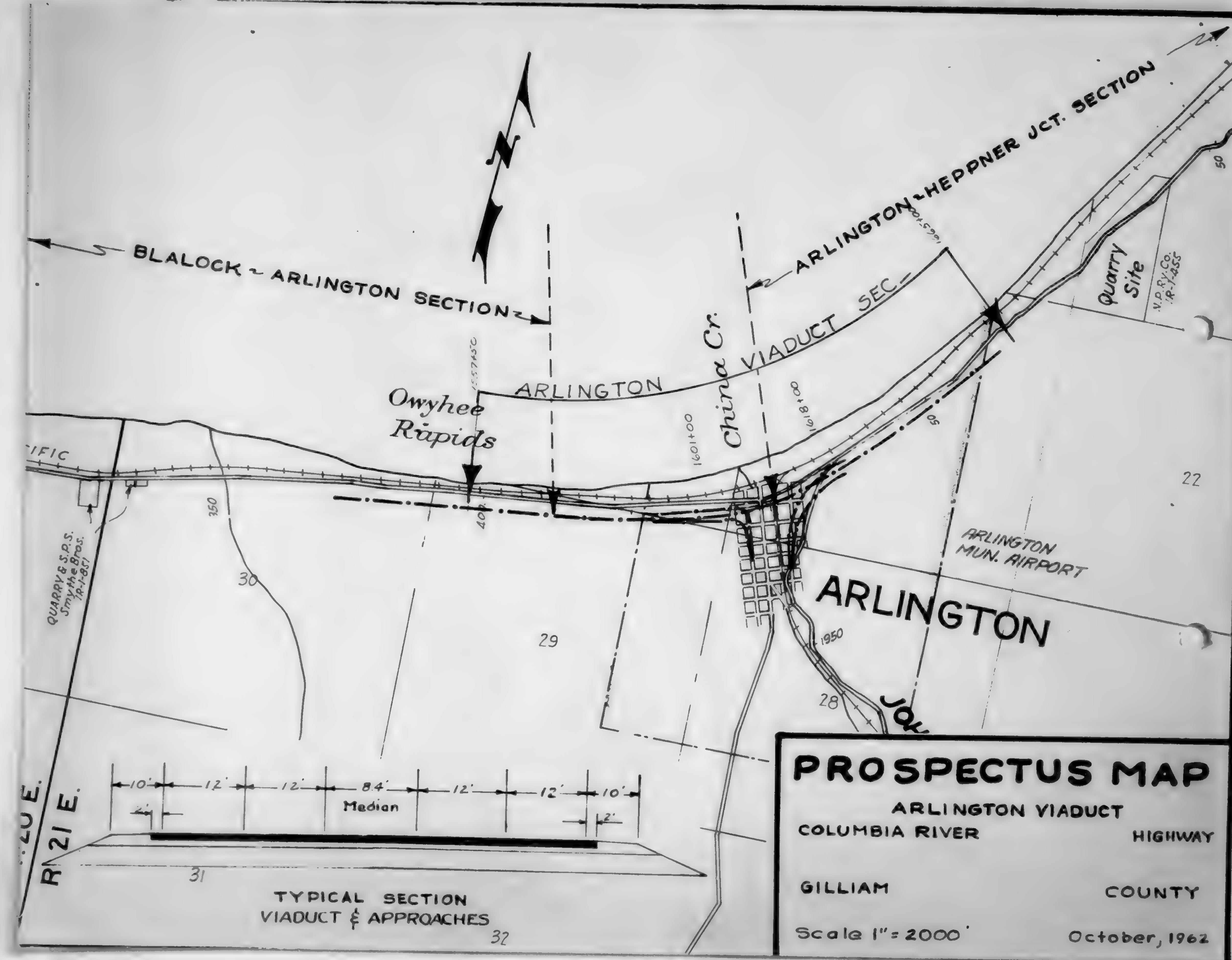
The paving will be done in stage construction; the 1-1/4" of 0-11 oil mat in Stage 1 will be compacted by traffic. In Stage 2, 4 inches of asphaltic concrete will be applied after the pool is filled and draw down results. Stage 3, consisting of 1-1/2 inches of asphaltic concrete, will be applied only after all settlement has occurred. Allowances will be made for the total depth of surfacing in computing subgrade widths.

Materials are available from local and State sources.

Agreements with the Corps of Army Engineers and public utility companies will be necessary.

There are no State parks or roadside rest areas affected by this project.

October 15, 1962
Attach.
cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young



PROSPECTUS MAP

ARLINGTON VIADUCT

COLUMBIA RIVER HIGHWAY

GILLIAM COUNTY

Scale 1" = 2000'

October, 1962

S-473(5) Whiskey Cr.-Hood River Sec., 1963
Mt. Hood Hwy. (Grad. & Pav.)
#6220

RECEIVED
APR 27 1966
FOR FILING

S 473(5)

6220

Salem, Oregon
January 26, 1966

[illegible]

File No. 36237 - U.S.A.
(Bonneville Power Administrator)
Whiskey Creek-Hood River Section
Hood River County
Mt. Hood Highway

Mr. G. E. Rohde
Chief Counsel
BUILDING

Attention: Mr. D. H. Moehring
Right of Way Engineer

Agenda Item
1 i
1-25-66

Attached for further handling are two copies of an Agreement with Bonneville Power Administration covering the Whiskey Creek-Hood River Section of the Mt. Hood Highway in Hood River County.

When this Agreement has been fully signed, please return one fully executed copy to this office for the Commission's files.

Secretary

bb
Attach: 2

STATE COPY

Monthly transaction number OCT 21 1965	FORM PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project report number FOR FILING S-473(5)	## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 10-11-65	County **Hood River**
		Project number **S-473(5)**

6220

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **March 5**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project	$ **722,922.86**
Revised Federal funds	$ **437,222.55**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **11th** day of **October**, 19**65**.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. J. Slater

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

~~By~~ **A. W. Parsons**
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

6220

Form Approved; Budget Bureau No. 41-R2089

RECEIVED MONTHLY TRANSACTION NO. MAR 7 - 1963 FOR FILING 3-16	F PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TATE Oregon
PROJECT REPORT NO. S-473(4 5)	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Hood River
		PROJECT NO. S-473(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 53 2 mi. S. to 0.5 mi. E. of Hood River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-3-63	2.067
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 659,807.00	$ 415,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

ASST State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund, Admin. Mgr.

Date executed by Division Engineer March 5, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid Secondary
Project No. S-473(5)

WHISKEY CREEK-HOOD RIVER SECTION OF THE
MT. HOOD HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for Project Agreement. Based on low bid prices)

Salem, Oregon, February 18, 1963

Type Code [illegible]
Grading (Sta. 1023+00 to Sta. 1132+13.8[illegible])(Contract 6220)

Clearing and Grubbing	All	Required		$ 55,000.00
Drainage Excavation, Unclassified	1,300	cu.yds.	$ 3.50	4,550.00
Embankment Foundation Excavation, Unclassified	11,900	cu.yds.	0.80	9,520.00
General Excavation, Unclassified	610,000	cu.yds.	0.49	298,900.00
Short Overhaul	1,392,500	yd.sta.	0.01	13,925.00
Long Overhaul	11,400	C-yd.sta.	0.35	3,990.00
Finishing Roadbed and Slopes	2.07	miles	1,000.00	2,070.00
Rounding Cutbanks	6,000	lin.ft.	0.20	1,200.00
12-inch Culvert Pipe	120	lin.ft.	3.50	420.00
18-inch Culvert Pipe	700	lin.ft.	4.75	3,325.00
24-inch Culvert Pipe	150	lin.ft.	7.10	1,065.00
12-inch Corrugated Steel Pipe	90	lin.ft.	4.00	360.00
18-inch Corrugated Steel Pipe	490	lin.ft.	4.75	2,327.50
24-inch Corrugated Steel Pipe	390	lin.ft.	7.10	2,769.00
36-inch Corrugated Steel Pipe, 10 gage	90	lin.ft.	16.00	1,440.00
48-inch Corrugated Steel Pipe	50	lin.ft.	17.25	862.50
24-inch Half-Circle Corrugated Steel Pipe	280	lin.ft.	4.60	1,288.00
30-inch Half-Circle Corrugated Steel Pipe	145	lin.ft.	5.35	775.75
36-inch Half-Circle Corrugated Steel Pipe	55	lin.ft.	8.70	478.50
60-inch Half-Circle Corrugated Steel Pipe	105	lin.ft.	18.75	1,968.75
8-inch Perforated Metal Drain Pipe	1,340	lin.ft.	2.20	2,948.00
10-inch Perforated Metal Drain Pipe	260	lin.ft.	3.00	780.00
Special Backfill in Drains	290	cu.yds.	6.00	1,740.00
Salvage and Reinstall Guard Rail	1,260	lin.ft.	1.80	2,268.00
Salvage and Stockpile Guard Rail	630	lin.ft.	0.50	315.00
Metal Guard Rail	7,600	lin.ft.	2.40	18,240.00
Rail End Pieces	22	only	4.00	88.00
Guide Posts, PW-1	125	only	7.50	937.50
Bracket Reflectors	14	only	3.10	43.40
Coarse Crushed Material in Base	43,400	tons	1.45	62,930.00
3/4" - 0 Material in Base	7,500	tons	1.55	11,625.00

Sprinkling	4,000	M-gals.	$ 2.50	$ 10,000.00
Preparation of Base	2.07	miles	300.00	621.00
3/4"-0 Material in Binder Course	380	cu.yds.	3.70	1,406.00
RC-250 Asphalt	58	tons	45.00	2,610.00
Extra for Oiling Approaches	4	only	30.00	120.00
Asphaltic Concrete Mixture	10,000	tons	3.75	37,500.00
Asphalt in Mixture	500	tons	30.00	15,000.00
Extra for Paving Approaches	10	only	30.00	300.00
				$ 575,706.90

Flagging (57½% of Contractors' Cost)	All Required	$ 15,000.00
Seeding and Mulching	All Required	4,140.00
Signing	All Required	1,500.00
Painted Traffic Markers	All Required	100.00
Relocate 3" Irrigation Pipe	All Required	1,300.00
		$ 22,040.00

__Utilities__

Work by Pacific Power & Light Co.	All Required	$ 2,078.21
	Subtotal	$ 599,825.11
	10% Engr. & Cont.	59,981.89
	Total	$ 659,807.00

Length of Roadway- - - - - - - - - - - - -2.067 miles
Cost of Roadway per Mile - - - - - - - - - -$319,209.96

Federal Funds- $ 415,000.00
State Funds- 244,807.00
$ 659,807.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

RECEIVED
MAY 4 - 1965

FOR FILING

2-473(7)

6220

May 4, 1965

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

On February 10, 1965, we wrote to you concerning release of final payment on Contract No. 6220 awarded to Henry H. Miller Contractor, Inc., and Ed A. Miller for grading and paving the Whiskey Creek-Hood River Section of the Mt. Hood Highway in Hood River County.

Final payment on this contract is $33,101.97 and the total contract amount is $597,368.10 including $15,749.97 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Sm

cc Henry H. Miller Contractor, Inc.
and Ed A Miller
P. O. Box 646
Wilbur, Oregon

Strickling and Short Ins. Service
1118 S. E. Stephens Street
Roseburg, Oregon

C H Maison
Attn: John Herr

RECEIVED
APR 20 1965

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

62

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 16, 1965

Henry H. Miller Contractor, Inc.,
and Ed A. Miller
P. O. Box 646
Wilbur, Oregon

Re: Whiskey Creek-Hood River Section
Mt. Hood Highway
Hood River County
Contract No. 6220

Gentlemen:

This will confirm our telephone conversation of this date, April 16, 1965, concerning the subject project. Items discussed were as follows:

1. Your rejection of our lump sum offer for settlement of all outstanding claims. You were advised that nothing had been found to justify any change in this offer, and asked if you could, at this time, reconsider and accept in its original form. Your answer to this was negative.
2. Release of final payment. You were advised this would be authorized on the basis of figures determined here. This should be accomplished in a reasonable time.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: F. B. Klaboe
L. H. Young
Alan Johansen
J. F. Putnam

RECEIVED
APR 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

VED
1965

FORM E-30X—50M—1-65 SP*6418-734

FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1965

SUBJECT: Whiskey Creek-Hood River Section
Mt. Hood Highway - Hood River County
Contract No. 6220

To: Mr. L. H. Young
Office Engineer

BUILDING

Reference is made to my letter of March 4, 1965 to Henry H. Miller Contractor, Inc., and Ed A. Miller, contractors on the subject project. The Price Agreement in the amount of $413.00 as a lump sum settlement of all outstanding claims submitted with this letter has been returned by the contractor marked "Not Acceptable".

On April 15 the contractor called this office regarding monies due him on the contract. He was contacted by phone this date and advised final payment, in amounts determined here, could be released. During this conversation, he was also advised we had found nothing to change our final offer of settlement. He was asked to reconsider this offer. This he declined to do.

After consulting with Alan Johansen of our Legal staff, it was agreed the final estimate could be released and should reflect disposition of claim items 1, 3 and 5 (again, refer to letter of March 4 to contractor) in the following manner:

1. Extra work on 48-inch culvert at Station 1036 in the amount of $1,013.10. Allowance in the full amount should be made. A Force Account statement is attached.

3. Material moved but not paid for between Stations 1121 to 1127+50. An allowance of $700.00 should be made. This is a lump sum figure determined after analysis which includes $629.65 for 1285 cu. yds. beyond the neat sections at $0.49 per yd. plus an arbitrary amount of $70.35 added to avoid complete reworking of the mass diagram.

5. Encroachment on private property in the vicinity of Station 1125. As a result of contractor's unauthorized encroachment in this area, the State was subjected to an inverse condemnation proceeding.

NOTED
F. B. KLABOE

After trial, a judgment was entered in favor of the owners, whereby the State was required to pay the following amounts:

Damages	$1,200.00
Interest	117.17
Attorney Fees	350.00
Court Costs	29.30
TOTAL	$1,696.47

This entire amount of $1,696.47 should be shown as a deduction on the final estimate, even though, in compromise, a lesser sum was previously offered to the contractor.

A documentary Price Agreement covering the above is attached.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

cc: F. B. Klaboe
Alan Johansen
J. F. Putnam

RECEIVED
APR 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1965
FOR FILING

Note on card,
C.H.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 7, 196

B & D Paving Company
P. O. Box 516
Hood River, Oregon

Gentlemen:

This will acknowledge receipt of your letter of March 29 stating that Page Paving Company, subcontractor, owes you $664.05 for materials and rental for work on Highway 35 in Hood River County. From the description given it appears that the contract to which you refer is our Contract No. 6220 awarded to Henry H. Miller and Ed A. Miller for grading and paving on the Whiskey Creek-Hood River Section of the Mt. Hood Highway in Hood River County.

The surety on this project is the Fireman's Fund Insurance Company through Strickling & Short Insurance Service, 1118 S. W. Stephens Street, Roseburg. We will advise them that your letter has been received and we will also send your claim letter to the Secretary of State for filing.

Contract payments are not withheld by us unless requested by the surety or by our own department.

Please let us know when your claim has been paid so that we can clear our records.

File 4171

FILED
APR 8 1965
TOM McCALL
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
j. f.

CWH:jf

cc: Fireman's Fund Ins. Co.
3333 California Street
San Francisco, California

Strickling & Short Ins. Service
1118 S. E. Stephens Street
Roseburg, Oregon

Henry H. Miller & Ed Miller
P. O. Box 646
Wilbur, Oregon

Mr. Jackson
Mr. Simpson

NOTED
C. W. HEAD

Hon. Tom McCall
Secretary of State
Capitol Building
Salem, Oregon 97310

(P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.)

B & D PAVING COMPANY
DRIVEWAY & PARKING LOT BLACKTOPPING
ESTIMATES FURNISHED
PHONE 386-2771 OR 386-1242
P. O. BOX 815
HOOD RIVER, OREGON

March 29 1965

Oregon State Highway Dept.
Dept of Finance
Salem, Oregon.

Gentlemen:

This letter with reference to the amount still oweing us by Page Paving Company of Salem, Oregon who were sub contractors under Henry & Ed Miller Contractors of Wilbur , Oregon.

It was our impression that payment is not made to the prime contractor until satisfaction is received that all bills are paid.

The unpaid balance of Page Paving Co is $864.05. The materials and rental envolved in this balance is work done on Highway 35 in Hood River County.

Thanking you for your cooperation.

Yours truly
Office Mgr.

NOTED
C. W. HEAD

FORM E-123X 80M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. KRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAR [illegible] 1965
FOR FILES

March 4, 1965

Henry H. Miller Contractor, Inc.,
and Ed A. Miller
P. O. Box 646
Wilbur, Oregon

Re: Whiskey Creek-Hood River Section
Mt. Hood Highway
Hood River County
Contract No. 6220

Gentlemen:

During our January 15, 1965 meeting in the Salem Construction Engineer's office several items of alleged claims were discussed. Each item has been reviewed here and in the field with the following decisions:

1. Extra work on 48-inch culvert at Station 1036 in the amount of $1,013.10. All factors were considered on this matter. This claim has justification and can be allowed in the full amount.

2. Charges for removing fill from Station 1058+50 to Station 1060 and replacing same. Total amount $2,514.78. An analysis of all conditions surrounding this item indicates only sound construction procedures were followed in the Engineer's request to have this fill removed and replaced. No extra compensation for this work can be justified.

3. Material moved but not paid for between Stations 1121 to 1127+50. The actual popouts which occurred during the winter months in this section were measured in the loose state and payment was made for removal on this basis. The cross-sections have been examined and it has been determined payment for an additional 1285 cubic yards can be allowed beyond the neat sections. At the bid price of $0.49 per cubic yard this amounts to $629.65 without haul. To avoid a complete reworking of the mass diagram we are prepared to offer the sum of $700.00 for settlement of this claim.

4. Responsibility for Maintenance. While no particular claim was made for this, various letters from the records establish the responsibility for this to be the contractors.

NOTED
LLOYD P. SHAW

5. Encroachment on private property in the vicinity of Station 1125. As you are of course aware, this matter developed to a point at which it was turned over to our Legal Department. An exchange of correspondence between our Legal Section and Mr. Dudley C. Walton, Attorney at Law, Roseburg, Oregon, ended by Mr. Walton being advised the Highway Department would proceed to make the acquisition of a construction easement made necessary by this encroachment, with the cost thereof to be withheld from monies accruing to you under the contract.

Subsequently, negotiations failed, and the property owners commenced an inverse condemnation proceeding against the State to recover $3,000.00, the alleged value of the property necessarily appropriated for highway purposes as a result of your unauthorized encroachment. After trial, a judgment was entered in favor of the owners, whereby the State was required to pay the following amounts:

Damages	$1,200.00
Interest	117.17
Attorney Fees	350.00
Court Costs	29.30
TOTAL	$1,696.47

We offer, in compromise, to reduce this amount to $1,300.00, leaving a balance payable for full settlement of $413.00.

Six copies of a Price Agreement are enclosed to document a settlement on this basis. We trust this meets with your approval. If so, will you please sign all six copies of the Price Agreement and return to this office. Final payments can then be effected.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjm
encs.

cc: L. P. Shaw
L. H. Young
J. F. Putnam
Alan Johansen

RECEIVED
FEB 8 - 1965

FOR FILING

[illegible]

6220

February 5, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 15, 1964 on Contract No. 6220. The contract was with Henry H. Miller Contractor, Inc., and Ed A. Miller and was for grading and paving on the Whiskey Creek-Hood River Section of the Mt. Hood Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 5, 1965, and that you concur in this procedure at the Commission meeting on March 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
A. E. Johnson

LPS:bjs

RECEIVED
JAN 13 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

[illegible]
6220

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 11, 1965

Henry H. Miller Contractor, Inc.
and Ed A. Miller
P. O. Box 646
Wilbur, Oregon

Re: Whiskey Creek-Hood River Section
Mt. Hood Highway
Contract No. 6220

ATTENTION: Mr. Henry H. Miller

Gentlemen:

Your office was advised by phone this A.M. (January 11) of a revised date for the meeting to discuss alleged claims on the above referenced project. The revised date is Friday, January 15, 1965, at 1:00 P.M. The location of the meeting will be in the Salem Construction Engineer's Office.

As you know, emergency flood commitments caused this revision. We trust it will not be necessary to make further changes.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: L. P. Shaw ✓
L. H. Young
J. F. Putnam
Glenn A. Starkey
Maurice Payne

RECEIVED
DEC 30 1964
FOR FILING
[illegible]
6220

December 30, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on Contract No. 6220, the Whiskey Creek-Hood River grading and paving project on the Mount Hood Highway in Hood River County, is anticipated. Henry H. Miller Contractor, Inc. and Ed A. Miller of Wilbur are the contractors.

The original project authorization was $677,912.51. The present anticipated cost is $718,939.75, which makes an overrun of $41,027.24 or 6.05 per cent.

The reason for this overrun is primarily due to an increase in the engineering costs. This was due to required engineering work in connection with a large embankment slide, both in emergency repair work supervision and more extensive survey work required to devise a method for correcting the slide by a later contract. Heavy drill equipment was used to obtain subsurface data, and due to the rugged terrain had to be lowered by cranes over the lip of the slide onto specially prepared work areas. All cost of equipment and labor used in this work was charged to engineering.

This matter will be on the agenda for the January 26 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
James Putnam
DES:fp ajw fn

RECEIVED
JAN 8 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 28, 1964

Henry H. Miller Contractor, Inc.
and Ed A. Miller
P. O. Box 646
Wilbur, Oregon

Re: Whiskey Creek-Hood River Section
Mt. Hood Highway
Contract No. 6220

ATTENTION: Mr. Henry H. Miller

Gentlemen:

This will acknowledge your two letters dated December 11 in which certain alleged omissions of quantities and extra work items on the above referenced project were discussed.

The items in question have been discussed with Division and field personnel. In the hope that some degree of clarification and understanding may come from a discussion of the matter with you, a meeting in the Salem Construction Engineer's office has been set for 1:00 P.M. on January 7, 1965.

If the meeting as outlined meets with your approval will you please advise. Several days advance notice would be appreciated so that the necessary people can be at the meeting.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: L. P. Shaw
L. H. Young
J. F. Putnam
Glenn A. Starkey
Maurice Payne

FORM E-30 80M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1964

SUBJECT: Overrun of Project Authorization
Whiskey Creek-Hood River Section
Mt. Hood Highway
Contract No. 6220

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is a "Report on Expected Overrun of Project Authorization" on the subject contract. This project for grading and paving is under contract to Henry H. Miller Contractor, Inc., and Ed A. Miller of Wilbur.

The original project authorization was $677,912.51. The present anticipated cost is $718,939.75, indicating an overrun of $41,027.24 or 6.05 per cent.

The major reason for this overrun is due to an overrun in the Engineering costs. This overrun totals $43,992.89 and was caused by extensive survey work required in connection with a fill slide near the north end of the project. The work was necessary not only in connection with emergency repair work on the slide, but also to secure enough information to devise a method of correcting the slide by a future contract.

It is recommended that the project authorization be increased by $41,027.24 from $677,912.51 to $718,939.75.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

DES:fp
Enc.
cc L. H. Young

NOTED
LLOYD P. SHAW

MM

RECEIVED
DEC 9 - 1964
FOR FILING

December 8, 1964

Fireman's Fund Insurance Company
3333 California St.
San Francisco, California

Gentlemen:

Attached are copies of letters received from Rogers Construction Co. which appear to be in connection with State Highway Contract No. 6220 with Henry H. Miller Contractor, Inc., & Ed. A. Miller for grading and paving the Whiskey Creek-Hood River Section of the Mt. Hood Highway in Hood River County.

Their letter of November 17 states that Henry H. Miller and Ed. A. Miller, Frank G. Bauine Construction Co., and Page Paving Co. owe them for materials in the amount of $3,062.90.

Their letter of November 25 states that they have received a check in full for this material from Frank G. Bauine Construction Co., and that they do not wish to make any further record of indebtedness.

We furnish this information as your company appears as surety on the performance bond provided with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

CC:
Strickling & Short Insurance Service
1118 S. E. Stephens Street
Roseburg, Oregon

Henry H. Miller Contractor, Inc.,
& Ed. A. Miller
P. O. Box 646
Wilbur, Oregon

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon, 97220

Commissioners

NOTED ON CARD

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

November 25, 1964

Oregon State Highway Department
Mr. Eddie Pease, Office Engineer
Salem, Oregon

Re: State Contract 6220 Whiskey Creek, at Hood River, Oregon

Dear Sir,

Reference our letter of November 17, 1964, concerning monies owed to Rogers Construction Co. by Henry G. Miller (Miller Bros. Construction Co.) and Frank G. Baulne Construction Co., and Page Paving Co.

We have received a check in full, from Frank G. Baulne Construction Co., and do not wish to make any further record of indebtedness.

Thank you for your help in this matter.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas R McInroe

Chas. R. McInroe
by Frank A. Farris

cc Mr. G. A. Starkey
Strickling & Short Ins. Service

CONSTRUCTION DIVISION
RECEIVED
[illegible] 1964
[illegible]

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

26-1-16-D

CONSTRUCTION DIVISION
RECEIVED
NOV 18 1964
BWE

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

November 17, 1964

Oregon State Highway Department
Mr. Eddie Pease, Office Engineer
Salem, Oregon

Re: State Contract ~~6220 Whiskey Creek, at Hoo~~d River, Oregon

Dear Sir,

We appreciate the telephone conversation with you on above date as regards your suggested proceedure in the matter of monies owed to Rogers Construction Co. by Henry G. Miller (Miller Bros. Construction Co.) and Frank G. Baulne Construction Co., and Page Paving Co.

We have enclosed copies of the subject invoice.

An attempt was made on November 16, 1964, to obtain a clarification as to who would pay for this material and when payment could be expected. On November 16, 1964, the undersigned called Mr. Frank G. Baulne in Spokane, Washington. Mr. Baulne suggested that Rogers Construction Co. address the invoice direct to Henry H. Miller in Wilbur, Oregon, and that Mr. Miller could pay Rogers Construction Co. and then bill same to him. On the evening of November 16, 1964, the undersigned called Mr. Henry H. Miller at his residence, and asked for an acknowledgement of the indebtedness for the material. Mr. Miller acknowledged the indebtedness and stated that his attorney would no doubt suggest that his check be made out to Frank G. Baulne and Rogers Construction Co. once the semi-final estimate was received. Mr. Miller stated that he was meeting at 10 AM November 17, 1964, with Mr. Glen A. Starkey, Resident Engineer, in Hood River, Oregon, and would no doubt have conversation regarding this matter. The undersigned then stated that Rogers Construction Co. would no doubt wish to indicate to proper authorities that there was such an indebtedness and that payment had not been received.

Thank you for your consideration and cooperation in this matter.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas R McInroe

Chas. R. McInroe
by Frank A. Farris

cc Mr. G. A. Starkey
Strickling & Short Ins. Service

c - L. M. [illegible] - 11-19-64

ROGERS CONSTRUCTION CO.
GENERAL ROAD CONTRACTORS

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

Miller Bros Construction Co.
Box 646 Wilbur, Oregon
(and)
Frank G. Baulne Construction Co.

Box 305 Parkwater Sta. Spokane 6, Wash.

Your Order - Verbal

Invoice # 8254

Aug. 25, 1964 Job 135
Rogers

3/4 - ½ Plant Mix delivered to Page Paving Co. from Rogers Construction Co. stockpile at Mitchell Point, Hood River, Ore. for Miller Construction Co. Contract 6220, Whiskey Creek, at Hood River

July 15	803.68 T	3/4 - ½ @ 1.95 per ton	$ 1567.17
July 17	170.01 T	3/4 - ½ @ 1.95 per ton	331.52
July 18	597.03 T	3/4 - ½ @ 1.95 per ton	1164.21
	1570.72 Tons		$ 3 062.90

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FEB 5 - 1965
FOR FILING

REGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name Whiskey Creek - Hood River
Date December 4, 1964
Highway Mt. Hood
Contract No. 6220
County Hood River
Kind of Work Grading & Paving
Contractor H. H. Miller & E. A. Miller
Contract Amount $575,706.90

Expected over-runs and under-runs in contract items:

Major items, itemized:

		Quantity	Unit Price	Amount
2	Drainage Exc. Unclass.	791.36	3.50	+ 2,769.76
3	Emb. Foundation. Exc. Unclass.	3,637.5	0.80	+ 2,910.00
4	General Exc. Unclass.	44,380.7	0.49	- 21,746.54
21	8" Perf. Metal Drain Pipe, Uncoat.	1,590.	2.20	+ 3,498.00
23	Special Backfill in Drains	251.05	6.00	+ 1,506.30
30	Coarse Crushed Mat. in Base	5,658.995	1.45	+ 8,205.54
32	Sprinkling	1,040.3	2.50	- 2,600.75

Minor items, unitemized algebraic total + 124.53

Subtotal $ 5,333.16

Approved work orders (Price, extra work and state force orders) $ 75,475.54

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
E.W.O.#1 Flagging	- 12,224.10
S.F.O.#1 & 3 Adjust P.P.&L. Power Line	+ 2,986.43
S.F.O.#4 Horizontal Drains	- 2,673.35
S.F.O.#10 Re-shape fill slide slopes	- 6,275.66
P.A. #1 A.C. Curbs	- 1,393.80
P.A. #2 Type 2 Barricade	+ 1,453.13

Minor items, unitemized algebraic total - 982.18

Subtotal $ -19,109.53

Authorization for engineering $ 48,207.11

Expected over-run or under-run of engineering authorization $ +43,992.89

Costs not included above (explain) $ -

Allowance for future contingencies (_____% of work remaining) $ -

Credits to come from transfers and deductions $ -

Present estimate of project cost $718,939.75

Brief Statement of principal causes of over-run: Slide near station 1090 required considerable unanticipated work by the contractor and by State forces, all of which was covered by approved work orders. Engineering overrun caused by required and testing not previously required and by extensive Slide investigation by resident engineer's and outside crews.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$677,912.51
Present estimate of project cost	$718,939.75
Expected over-run (Amount)	$ 41,027.24
Expected over-run (per cent)	6.05%

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer

Confirmed by: Asst. Division Engineer

Noted by: Construction or Bridge Engineer

Noted by: ~~Deputy or~~ Assistant State Highway Engineer

State Printing 86719

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: November 27, 1964

SECTION: Whiskey Creek - Hood River

SECTION PREFIX: 14-1045

HIGHWAY: Mt. Hood

COUNTY: Hood River

KIND OF WORK: Grading & Paving

NAME OF JOB: Whiskey Creek - Hood River

CONTRACTOR: H. H. & E. A. Miller

CONTRACT NUMBER: 6220

FEDERAL AID PROJECT NUMBER: S-473(5)

DATE OF CONTRACT: February 11, 1963

DATE WORK STARTED: February 20, 1963

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 170

WORK DAYS USED: 190

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: 677,912.51

ENGINEERING AUTHORIZATION: $ 48,207.11

EXCLUSIVE OF ENGINEERING: 629,705.40

ENGINEERING COST TO DATE: $ 92,500.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 621,390.00

PERCENT OF AUTHORIZATION: 192 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.3%

DATE PROJECT WAS COMPLETED: August 15, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100%	100%	100%		100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.07	2.07			2.07
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.07	2.07			2.07
TOTAL ESTIMATED QUANTITIES (CONTRACT)	610,000	50,900		50	10,000
TOTAL QUANTITIES CORRECTED TO DATE	565,612	57,258		79	9,645
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	565,619	57,258		79	9,645
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	Workday Charges	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain		No	Work Completed
TUESDAY	Rain		No	
WEDNESDAY	Rain		No	
THURSDAY	Snow		No	Holiday
FRIDAY	Snow		No	
SATURDAY				

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
NOV 30 1964

NOTED

WE

5

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Anticipate submitting semi-final Monday.

This will be the Final Weekly Report.

SIGNED

ADDRESS P. O. Box 617, Hood River, Oregon 97031

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
NOV 24 1964
FOR FILING

November 24, 1964

Henry H. Miller Contractor, Inc., &
Ed. A. Miller
P. O. Box 646
Wilbur
Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 24, 1964, considered your request for 10 additional workdays to complete contract #[illegible] for grading-paving the Whiskey Creek-Hood River Section of the Mt. Hood Highway in Hood River County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for the 10 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Dean Swift
Glenn Starkey
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
NOV 1 6 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 10, 1964

Claim File No. 4097

FILED
NOV 1[illegible]
HOWELL APPLING, JR.
SECRETARY OF STATE

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Gentlemen:

This will acknowledge your claim letter of November 5 stating that Henry H. Miller Contractor, Inc. and Ed A. Miller owes you $10,201.14 for asphalt paving.

From the description given it appears that the contract to which you refer is our Contract No. 6220 awarded to Henry H. Miller Contractor, Inc. and Ed A. Miller for grading and paving on the Whiskey Creek-Hood River Section of the Mt. Hood Highway in Hood River County. This contract was completed August 15, 1964, but has not yet been accepted by the Highway Commission.

The surety on this project is the Fireman's Fund Insurance Company through Strickling & Short Insurance Service, 1118 S. E. Stephens St., Roseburg. We will advise them of the receipt of your letter and we will also forward your letter to the Secretary of State for filing.

You ask for an explanation as to the status of this job and when final payment will be forthcoming. The weekly Engineer's report dating as far back as September 4 has stated "waiting for contractor to visit project to discuss price agreement on guard rail before submitting semi-final". Our Construction Division has informed us that they are expecting the semi-final estimate on this job in their office within the next few days.

Please let us know when your claim has been paid so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED ON CARD
dc

CGH:jf

cc: Fireman's Fund Insurance Co.
3333 California Street
San Francisco, California

Henry H. Miller Contractor, Inc. &
Ed A. Miller
P. O. Box 646
Wilbur, Oregon

Mr. Jackson
Mr. Simpson
Hon. Howell Appling, Jr.
(P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.)

PAGE PAVING COMPANY

GENERAL HIGHWAY CONSTRUCTION · · · · · · · · · · MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON - 97308

EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE PRESIDENT
JEANNE B. PAGE, SEC.-TREAS.

TELEPHONE: 585-2686

November 5, 1964

Oregon State Highway Commission

Salem, Oregon

Re: Whiskey Creek-Hood River
Contract No. 6220

Gentlemen:

The prime contractor, Henry H. Miller Contractor, Inc., & Ed. A. Miller, on the above contract owe us monies on the above project in the amount of $ 10,201.14. [illegible]

We have been advised by Mr. Henry Miller that your Resident Engineer, Glenn Starkey, has been exceedingly slow in finaling this project. The last payment received by us was for the period ending August 5th. Since this job was completed near the end of July, we feel that we are entitled to an explanation as to the status of this job and when final payment will be forthcoming. Consider this a claim on the above contract.

Very truly yours,

PAGE PAVING COMPANY

Emerson B. Page,
President

EBP:bh

RECEIVED
OCT 22 1964

6220

October 21, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 3
November 24, 1964 Meeting

Gentlemen:

We have received a request for an extension of time from Henry H. Miller Contractor, Inc. and Ed A. Miller, contractor on the Whiskey Creek-Hood River Section of the Mount Hood Highway in Hood River County, Contract No. 6220. The request is for an additional 20 days based on extra work involved in slide repair, additional time required to handle an overrun in base rock quantities, and time required to install extra guardrail and Type 2 Barricade.

The Resident Engineer's records indicate that the contractor worked 5½ days on corrective measures for a slide by force account. An overrun of 6,358 tons in base rock quantities occurred and based on the contractor's average daily production of 620 tons, this represents 10½ days. Because of the slide, it was necessary to install Type 2 Barricade instead of guardrail in the slide area. This was done by Price Agreement and required 2 days to complete. The addition of an asphaltic concrete curb by Price Agreement required 3½ days to construct. These reasons would justify an extension of 21½ days.

We recommend that the requested increase of 20 workdays be granted without the assessment of liquidated damages. Bureau of Public Roads concurrence is not required.

This matter will be presented to you at the November 24 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

DES:bjm bbc

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1964

SUBJECT: Extension of Time
Whiskey Creek-Hood River Section
Mr. Hood Highway
Contract No. 6220

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Henry H. Miller Contractor, Inc. and Ed A. Miller, contractor on the subject contract for an increase of 20 workdays to complete the project.

The request is based on extra work involved in repair of a slide, extra time required due to an over-run in base rock quantities and installation of extra guardrail and barricades.

The Resident Engineer's records indicate that the contractor worked 5-1/2 days on temporary corrective measures of the slide under extra work orders 9, 11 and 12. There was an over-run of 6,358 tons of base rock on this project and based on the contractor's average daily production of 620 tons per day this amounts to 10-1/2 days. The Type 2 barricade which was installed through the slide area took approximately 2 days to install. While it is true that the barricade replaced a like amount of guardrail in the slide area, approximately 1,090 feet of this guardrail was installed at other locations on the project and the 2 days mentioned for the barricade's construction is not unreasonable.

An asphaltic concrete curb was constructed under Price Agreement No. 1. This work required 3-1/2 days to complete. These reasons total 21-1/2 days.

This contract was completed on August 15, 1964, at which time 190 workdays had been charged against it. This represents an over-run of 20 days.

We recommend that an extension of 20 days be granted without the assessment of liquidated damages.

481.

This is a Federal-aid Secondary project and Bureau of Public Roads concurrence is not required.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L.H. Young
Dean Swift

E--320 (Rev.)--5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays #3
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 9, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 170 days to 190 days, within which to complete our Contract No. 6220, without the assessment of liquidated damages. The said contract is described as follows:
Whiskey Creek-Hood River   Hood River County Oregon   Highway 35

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: On October 1, 1963 we were delayed very much by a large slide between stations 1084 and 1090 resulting in line changes which slowed us down and caused considerable delay and additional work. Then in May and June, 1964 extra rock had to be obtained, extra guard rails, barricades, and other changes from the original plans were added which extended the time required.

Respectfully submitted,

APPROVED BY HIGHWAY COMMISSION
DATE 12-15-64 for an increase of 20 workdays
Floyd Query
Secretary

HENRY H. MILLER CONTR., INC. AND ED A MILLER
Contractor

By Henry H. Miller PRES.

CONSENT OF SURETY

Date September 10, 1964

We, FIREMANS FUND INSURANCE COMPANY
, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Ronald D. Strickling
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (**see reverse side**) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6220 Contractor Henry H. Miller Contractor, Inc.& Ed A. Miller

Highway Mt. Hood

Section Whiskey Creek-Hood River

Kind of Work Grading And Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **~~DENIED~~** or **GRANTED.** The reasons for such recommendation are as follows:

Recommended for Approval:

Asst
Division Engineer

asst Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No.	6220
Project designation (State-Federal)	S-473(5)
Date awarded	Feb. 11, 1963
Work started	Feb. 20, 1963
Per cent completed / Date	100% 8/15/64
No. of Workdays Allowed	170
No. of Workdays Used	190
No. of Added Workdays Requested	20

State Printing 27930

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JUN 3 - 1963

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May [illegible], 1963

Henry F. Miller Contractor, Inc.
[illegible] Miller
P. O. Box 640
Wilbur, Oregon

Re: Whiskey Creek-Hood River Section
Mt. Hood Highway
Contract No. 6[illegible]

Gentlemen:

The matter of your encroachment upon private property on the above project has been called to the attention of the undersigned, with a request that appropriate steps be taken.

You were previously instructed by letter of April [illegible], 1963, from Maurice E. Payne, Resident Engineer, to obtain a construction easement, in the name of Oregon State Highway Commission, from the persons, and covering an area, as described in that letter. We understand that despite such notice and instruction from Mr. Payne, you have not yet acquired this easement.

This is necessary from our standpoint, among other reasons, in order that after completion of the project we may maintain this slope without entering on private property. Since the original encroachment was made by you, contrary to the plans and specifications, and without authority from the engineer, it is your obligation to assume the expense of obtaining the necessary easement. Any claim for damages by the landowners will be your sole responsibility.

Accordingly, this is to formally notify you that unless you provide us with the easement more specifically described in Mr. Payne's letter of April 17, 1963, or a deed conveying fee title to the described area, no later than June 14, 1963, it will be necessary for the State to make this acquisition, and withhold the cost thereof from monies accruing to you under this contract.

Very truly yours,

NOTED
FLOYD QUERY

L. I. [illegible]
Chief Counsel

LIL:je
cc: [illegible] Morgan, [illegible] Young
[illegible], Floyd Query
[illegible] Swift, Maurice Payne

NOTED
C. W. HEAD

RECEIVED
MAR 5 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 1, 1963

Mr. Holly Holcomb,
Deputy Superintendent
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

Effective 8:00 a.m., March 4, 1963, permission was granted for the establishment of a 35 MPH construction speed zone on the Whiskey Creek-Mt. Hood Section of the Mt. Hood Highway between M.P. 100.1 to M.P. 102.2 in Hood River County.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

pk
bc : Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAR 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1963

FOR FILING
S-475(3)
6220

February 15, 1963

Henry H. Miller Contractor, Inc.,
and Ed A. Miller
Box 646
Wilbur, Oregon

Gentlemen:

The State Industrial Accident Commission have informed us that you are not on record as a joint venture in their department. This is in reference to Contract No. 6220, Whiskey Creek-Hood River Section project in Hood River County, on which you bid January 29, 1963, and which was awarded to you February 11, 1963.

If you have not already done so, please secure the necessary registration material to establish an account as a joint venture with the State Industrial Accident Commission, Labor and Industries Building, Salem.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC State Industrial Accident Commission
Labor and Industries Building
Salem, Oregon
Attn: Mr. W. W. Geibel

CWH:fp

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM 10

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
LABOR AND INDUSTRIES BUILDING
SALEM, OREGON

ATTENTION Rate & Survey
WWG - 163421
232119
Pending

February 11, 1963

Mr. Floyd Query, Secretary
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Query:

The employers awarded contracts on January 31, 1963, are properly registered with the Commission with one exception.

Confirming the information given to you by telephone, we do not have an account with the joint venture between Henry H. Miller Contractors, Inc. and Mr. Ed A. Miller. Each of these employers has a separate account and we will write to the employing entity regarding the necessity of the establishment of a new account by the successful bidder.

The project to which we refer is in Hood River County and is described as the "Whiskey Creek-Hood River Section of the Mt. Hood Highway."

#6220

Yours truly,

R. G. Savage, Director
Employer Coverage Division

By W. W. Geibel
W. W. Geibel

WWG/mg

Cee,
advise Miller of provisions
of Contract requiring
acceptance
16

RECEIVED
FEB 13 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAR 4 - 1963

FOR FILING

[illegible]

6220

February 11, 1963

Henry H. Miller Contr., Inc. and
Ed A. Miller
P. O. Box 646
Wilbur, Oregon

Gentlemen:

The State Highway Commission on January 31, 1963, accepted your proposal for grading and paving the Whiskey Creek-Hood River Section of the Mt. Hood Highway, Hood River County, for the sum of $575,706.90 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6220. Contract forms are now being prepared and will be mailed to you shortly for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Mr. Ed A. Miller
682 N. E. Alameda Avenue
Roseburg, Oregon

Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

3

RECEIVED
FEB 13 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

473 (5)

622 C

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

COPY FOR MR. Forrest Cooper
From Floyd Query, Secretary

February 1, 1963

Henry H. Miller, Contr., Inc., and
Ed A. Miller
P. O. Box 646
Wilbur, Oregon

Gentlemen:

The State Highway Commission on January 31, 1963, considered your low bid in the amount of $575,700.90 for grading and paving the Whiskey Creek-Hood River section of the Mt. Hood Highway, Hood River County, received January 29, 1963.

Due to conditions beyond the control of the Highway Commission, it will not be possible to provide the quarry that was described on page 24 of the Special Provisions. Therefore, the Commission referred the bid to the Engineer with authority to award the contract to you provided you will accept it without recourse for additional compensation and with the definite understanding that the State will not make available the above-described quarry. Should you not be willing to accept the contract under these terms, it is to be tendered to the second low bidder under the same conditions.

Please advise us whether you will or will not accept the contract under this condition on the attached copy of this letter.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

Orig to files
Copies to Morgan
Young

FQ:fkn
cc

Ed A. Miller
652 N. E. Florence Avenue
Roseburg, Oregon

I accept the contract under the condition outlined above.

Henry H. Miller Ed A. Miller
Henry H. Miller, Contractor, Inc. Ed A. Miller

I will not accept the contract under the condition outlined above.

____

RECEIVED
FEB 5 - 1963

FOR FILING

5 H72.(5)

6220.1

January 29, 1963

Mr. Glenn L. Jackson, Chairman
State Highway Department
Salem 10, Oregon

Dear Mr. Jackson:

Reference is made to your "Notice to Contractors" dated January 29, 1963 but mailed on January 9, 1963 regarding the bid invitation on Highway 35 between "Whiskey Creek" and "Old Highway 30."

The Hood River County Court, as a result of a survey made with our roadmaster, is concerned by any further use of the county rock quarry located on the "Old Dalles Road", just east of the Panorama Point area.

The county owned property for source of crushed rock is very limited in this area, and further use of this rock by the State Highway Department would entirely eliminate our present source and cause the county a problem in locating a new source in this area.

We have no desire to be uncooperative with you in this continued construction of Highway 35, but due to further construction of county roads in this same area, we will have a continuous need for this material. In place of the above site, there is an open rock quarry on the Old Highway 30, a little over a mile east of the Y-Inn Junction which we feel would supply your needs.

Very truly yours,

Harris A. Higgins
County Judge

Shaw

HAH:jmn
cc: Roadmaster
County Engineer
County Commissioners
Forrest Cooper

NOTED
LLOYD P. SHAW

RECEIVED
JAN 3 1963
FOR FILING

S-473(5)

6220

477 Cottage Street N.E.
Salem, Oregon

December 31, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Y. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Federal-aid Secondary Program

In reference to Mr. Young's December 20, 1962 letter, requesting the inclusion of one project on the captioned program, we approve this project effective this date. This Stage 2 project is detailed as follows:

Item	Project	Location	Work
811	S-473(5)	Whiskey Creek - Hood River	Grade & Pave

You are authorized to proceed to take all action necessary to advance to completion the construction phase of the above project, in accordance with the provisions of your approved Secondary Road Plan (revised) as approved by the Commissioner. If you subsequently find that exceptions to the procedures or minimum design standards will be needed during the accomplishment of these projects, this office should be informed of such proposed exceptions and the reasons therefor.

This approval covers 2.07 miles of grade and pave at a total estimated cost of $500,000 of which $300,000 are reserved as Federal funds under the captioned program. This action leaves an unprogramed balance of $4,782,449.00 according to our records of this date.

NOTED
LLOYD P. SHAW

RECEIVED
JAN 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Young 1-2-63
Shaw

RECEIVED
JAN 16 1963
FOR FILING

S-473(5)

6220

December 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are enclosing program data for one project, Item 811 for grading and paving work on the Whiskey Creek-Hood River Section, Project No. S-473(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWN:lt

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID P
(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 53 2 Mi. S. to 0.5 Mi. E. of Hood River 21 65	**ADT**	PRESENT 1,600	FUTURE 2,900 (66) (70)	YEAR 8 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Grade, drain, high-type pavement 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV ACC'T (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Hood
	NAME OF URBAN AREA 17-31	ROUTE NO. | FEDERAL-AI 11

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 53 Whiskey Creek- Hood River Section			
5					**ROW**					
5					**CONST** (CODE)				500,000	300,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.07	500,000 (16) (23)	300,000 (24)
1	14	PROGRAM APPROVAL DATES				

(Assistance for D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

65	**ADT**	PRESENT 1,600	FUTURE 2,900 (66) (70)	YEAR 80 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 811 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 473(5) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Hood River			CODE 027 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2	
ROUTE NO.	FEDERAL-AID 115 (32)	STATE 26 (36)	U.S. (37) (41)		

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Gr. & dr., two 12' lanes high-type pavement with 8' shoulders.
	500,000	300,000	200,000		ROW - 80' Normal. Access control - None. Parking Restrictions - None. Utility Adjust.- Required incl. prep. work.
2.07	500,000	300,000	200,000		
	(16) (23)	(24) (33)			

REMARKS Additional data - Item 772.
Project S-473(4)

(Assistance for Displaced Persons and Businesses - None Required)

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
SEP 7 1962
FOR FILING

S-473 (4)

6220

May 9, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of estimate as a basis for project agreement and one set of reduced plans for the Whiskey Creek-Hood River Section (right of way) Project No. S-473(4).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:lt

Oregon State Highway Department

Federal Aid
Project No. S-473(4)

WHISKEY CREEK-HOOD RIVER SECTION OF THE HOOD RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on estimated cost of lands, damages and other rights of way expenses.)

Salem, Oregon, May 9, 1962

Type Code R.O.W.
Rights of Way (Sta. 1029+00 to Sta. 1131+00)

Rights of Way	All Required	$22,375.00
	Subtotal	$22,375.00
	Acquisition Expense	1,125.00
	Total	$23,500.00

Length of Project . . . . 1.932 Miles

Federal Funds	$14,600.00
State Funds	8,900.00
	$23,500.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

RECEIVED
FEB 14 1962

FOR FILING

5.473 (5)

6220

Salem, Oregon
February 13, 1962

BPR authorization to proceed
with acquisition of rightf of
way.

Mr. W. T. Wright
Right of Way Engineer
OFFICE

As of February 2, 1962, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

> Whiskey Creek-Hood River Section of the Mount Hood Highway in Hood River County. The approximate limits are from Station 1030 to Station 1132 as shown on Map 8B-23-14.
>
> The prefix is 14-2507.

L. H. Young
Office Engineer

JAH:lt

1-3308 Farewell Bend State Park Concession Building 1963

#6221

RECEIVED
AUG 13 1963
FOR FILING

6221

August 13, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On July 10, 1963 we wrote to you concerning release of final payment on contract #6221, awarded to John Burlow, for concession building in Farewell Bend State Park on the Old Oregon Trail in Baker County.

Final payment on this contract is $648.45 and the total contract amount is $13,457.50. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. John Burlow, Contractor,
2500 Oak Street
Baker, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUL 10 1963
FOR FILING

1-3-37

6221

July 9, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 3 on Contract No. 6221. The contract was with John Burlew and was for work on the Farewell Bend State Park Concession Building in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 9, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
APR 8 - 1963

FOR FILING

6221

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1963

SUBJECT: Farewell Bend State Park
Concession Building
Contract No. 6221

To: D. B. Parkes
Contract Payments

DEPARTMENT

John Burlew started work on the Farewell Bend State Park Concession Building in Baker County, Contract No. 6221, on April 3, 1963.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
MAR 15 1963

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

Mr. John Burlew
2500 Oak Street
Baker, Oregon

Dear Mr. Burlew:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6221 for the following project:

Construction of Farewell Bend State Park
Concession Building, Baker County

This award was based on your low bid of $12,968.00 which was submitted to the Commission on March 12, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fh:

cc
Frank [illegible]
L. H. Young
R. G. Savage (ST-C)
I. D. Merchant
Parks Dept.

RECEIVED
JAN 31 1963

FOR FILING

1-23-[illegible]

Salem, Oregon
January 30, 1963

Mr. Forrest Cooper
State Highway Engineer
Building

Reference is made to the proposed boating facilities installation at Farewell Bend State Park in Baker County. Attached is a set of plans showing the proposed building and the location of the boat dock and floats and the stairway leading from the building to these facilities.

The estimated cost of the building, septic tank, stairway, dock and floats, and the installation of the water line, power line, and the gas tank is $15,000. This estimate would include the installation of two pit-type latrines.

In the future development of the Farewell Bend Park, it is planned to build more night-camping units in the northwesterly area from the existing boat ramps. At that time, a standard rest-room facility would be installed which would serve the overnight camping area and the boaters using the boat ramp.

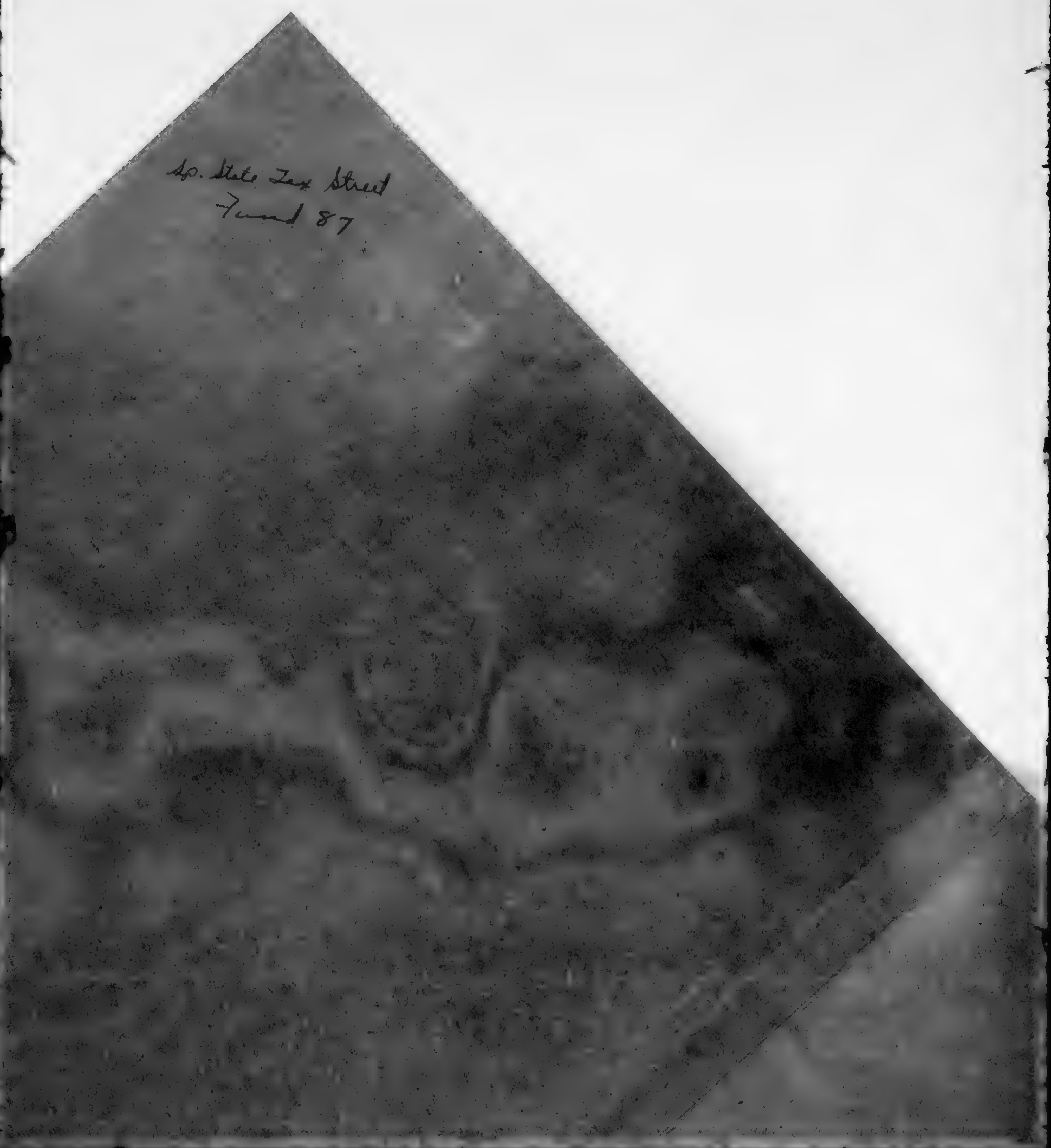
P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachment

cc Harold Schick

302-1704 Philomath ("I" & College Sts.) 1963
Sec. of City Sts. (Grad. & Pav.)
#6222



Sp. State Tax Street
Tunnel 87

SCA

OREGON STATE HIGHWAY DEPARTMENT Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6222 Prefix 302-1704 Survey Prefix 302-1487

Street "I" and College Streets

City Philomath

Payments to Contractor	$18,239.97
Engineering and Contingencies........................	1,754.62
Survey..	352.95
TOTAL.............	$20,347.54
Agreed State Share	20,000.00
Agreed City Share	$ 347.54
City Advance Deposit	$ ---
BALANCE DUE FROM CITY	$ 347.54

Reference: Outside Billing CC 854

RU:mm

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
R. M. ALLISON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-?3-64	[illegible]		[illegible]

RECEIVED
MAR 24 1964
ENGINEER
COUNTY & CITY DIVISION

INVOICE NUMBER
F. [illegible] 81225

- City of Philomath
- City Hall
- Philomath, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

Att: Ralph L. Walker, City Recorder

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Special City allotment project, College & [illegible] Streets. Contract [illegible]. Covered by agreement dated Nov. 1, 19?2. (Newly signed 1-?-63.)			
Final Costs as per attached		[illegible]	
Agreed State Share		[illegible]	
Agreed City Share			3?7.64

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Receipt [illegible]
R [illegible]

A 150 (REVISED 7-60)

File

NOTED
H. S. CO

P. B. [illegible]

NOTED
DON HARWELL

NOTED
R. M. ALLISON

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6222

Street College and I Streets

City PHILOMATH

NOTED
R. H. PRANGE

Payments to contractor (See attached voucher for breakdown)	$18,239.97
Engineering and contingencies	1,754.62
Survey	352.95
TOTAL	$20,347.54
Agreed State Share	20,000.00
Agreed City Share	$ 347.54
City Deposit	0
Balance Due from City	$ 347.54

Reference: Outside Billing cc-854

RMA:mm
3/20/64

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 REVISED 1-60

COUNTY	Benton
HIGHWAY	City Streets
SECTION	Philomath(I & College Sts.)
PREFIX NO	302-1704-204(41) 780.13 Dr.
CONTRACT NO.	6222
ESTIMATE NO.	2 [illegible]

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	CLEARING AND GRUBBING	LUMP SUM	1000000	1000	10000	10000	
002	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	5000	3116400	155820	155820	
003	FINISHING ROADBED AND SLOPES	MILE	7500000	290	21750	21750	
004	COARSE CRUSHED MATERIAL IN BASE	CU YDS	27000	3025000	816750	816750	
005	3 4 IN-0 MATERIAL IN BASE	CU YDS	28000	882000	246960	246960	
006	SPRINKLING	M-GALS	25000	35000	8750	8750	
007	CLASS B ASPHALTIC CONCRETE	TONS	64000	807580	516851	516851	
802	DIG OUT SOFT SPOTS				47116	47116	
	TOTAL CONTRACT ITEMS				1776881	1776881	
	0 % RETAINED ON CONTRACT ITEMS					780.13	780.13
	FORCE ACCOUNT				47116	47116	
	TOTAL PAYMENTS				18,239.97	17,459.84	780.13

DATE	08/28 /63
CONTRACT NO.	6222
PREVIOUS VOUCHER NO.	3027
CHECKED BY	CP hc
ENGINEER OR AUDITOR	H. N. Hoover

STATE WARR

PAYEE

M. O. Sa

Rt. 1, Bo

Albany, O

72

AMOUNT

$ 7

FOR PAYMEN

HIGHWAY DE

APPROVED F

I, ______

certify that I a

that I have

claim; that th

work was act

charged; and

amount indica

is charged,

welfare fund

General Cont

engineers uni

this claim has

SIGNATURE

This claim has b

AUDITED BY

PERIOD COVE

To 7/4/63

AUDITED AND

RECEIVED
AUG 3 0 1963

FOR FILING
[illegible]
6222

August 30, 1963

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #6222 awarded to M. O. Salmon, for grading-paving the Philomath ("I" & College Streets) Section of the city streets in Benton County was completed July 4, 1963, and accepted by the Highway Commission on July 18, 1963.

Final payment, in the amount of $780.13 will be released to the contractor after September 9, 1963. The total contract amount is $18,239.97 including $471.16 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: M. O. Salmon
Route 1, Box 232K
Albany, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: July 20, 1963

SECTION: Philomath("I" & College Sts)

SECTION PREFIX: 302-1704

HIGHWAY: city streets

COUNTY: Benton

NAME OF JOB: Philomath("I" & College Sts)

KIND OF WORK: Grading and Paving

CONTRACTOR: M. O. Salmon

CONTRACT NUMBER: 6222

FEDERAL AID PROJECT NUMBER: state

DATE OF CONTRACT: March 14, 1963

DATE WORK STARTED: June 6, 1963

XXXXXXX COMPLETION DATE: July 4, 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:

SPECIFIED WORK DAYS: 60

WORK DAYS USED: 29

PROJECT AUTHORIZATION: $ 20,463.35

ENGINEERING AUTHORIZATION: $ X 1454.48

PERCENT OF TIME ELAPSED: 48

EXCLUSIVE OF ENGINEERING: $ 19,008.87

ENGINEERING COST TO DATE: $ 1500

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,240

PERCENT OF AUTHORIZATION: 102 %

ESTIMATED PERCENT: XXXXXX UNDERRUN 4 %

DATE PROJECT WAS COMPLETED: July 4, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100		100		100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.28	0.28			0.28
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.28	0.28			0.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,830 cy	3,150 cy			800 t
TOTAL QUANTITIES CORRECTED TO DATE	3100	3907			807
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3100	3907			807
AVERAGE DAILY QUANTITIES	500	260			400
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	fair		
TUESDAY	cldy		
WEDNESDAY	"		
THURSDAY	fair		
FRIDAY	"		
SATURDAY			

CONSTRUCTION DIVISION
RECEIVED
JUL 22 1963

NOTED
[illegible] R. OAKES

CB

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate delivered to Division office on XXXXXXX Wednesday.

FINAL REPORT.

SIGNED S. N. Hoover

ADDRESS 3400 Spicer Road, Albany

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

NOTED
Harold C. Ayers

NOTED
E. COX

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

PROJECT INSPECTION AND DIVISION INSPECTION REPORT

7-16-63

Project Name Philomath (I and College Sts.) Contract No. 6222

Highway City Streets Prefix No. 302-1704

County Benton F.A. No. State

Final inspection made on July 3, 1963 (date) by R. D. Asburry

in company with Mr. Beyerlein, Philomath City Commissioner, and

H. N. Hoover, Resident Engineer

CHECK LIST

Date		Date	
July 4	Construction signs removed.	Never closed	Opened to traffic.
Not applicable	Salem Office notified to rescind construction speed zone.		
July 4	Contractor removed equipment from project.		
July 4	Roadside cleanup completed.		

NOTED
R. H. PRANGE

NOTED
V. R. JONES

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

At date of inspection this project not quite complete. A small amount of shoulder rock still to be placed. The City Commissioner well pleased with job, as it is a very nice riding job and looks in good shape with the exception of the shoulders. A subsequent inspection was made by the Resident Engineer and the City Commissioner after the shoulders were completed.

All contract work on this project has been completed and recommendation is made for acceptance on July 5, 1963 (date). The semi-final estimate will be submitted about July 12, 1963 (date).

c Office Engineer L. H. Young
Construction Engineer F. D. Morgan
Division Engineer R. D. Asburry
~~Maintenance Engineer~~
Resident Engineer H. N. Hoover
~~District Maintenance Supv.~~
Traffic Engineer F. B. Crandall
Cox

RECEIVED
JUL 16 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED

R. D. Asburry (signed) Division Engineer (title)

RECEIVED
APR 30 1963
FOR FILING
[illegible] 1704

6222

Salem, Oregon
April 29,1963

Increase in Authorization

Mr. H. E. Hoover
Resident Engineer
State Highway Department
3400 Spicer Road
Albany, Oregon

This is to advise you that at its meeting on April 25, 1963, the Highway Commission approved an increase in authorization of $2,685.54, for additional work on Contract No. 6222, Philomath ("I" & College Sts.), City Street Section in Benton County.

The new authorization for construction is $20,463.35. This amount should be used in all future reports.

L. H. Young
Office Engineer

LHY:mb

cc: R. D. Asburry

RECEIVED
APR 23 1963

FOR FILING

[illegible]

[illegible]

April 22, 1963

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on the Philomath ("I" & College Streets) city street grading and paving job is anticipated. The original authorization was $17,777.81. The present estimate of cost is $20,463.35, indicating an overrun of $2,685.54 or 15.1 per cent.

After we had entered into a contract for this project, the City of Philomath requested that we widen the shoulders from four feet to eight feet. This would eliminate the need for some rather expensive widening later when the street is changed to a curbed section. The City has agreed to pay 100 per cent of any costs over $20,000 on this project.

It is recommended that the project authorization be increased by $2,685.00.

This matter will be on the agenda for the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan

CHB:fp bbc

FORM E-30 50M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1963

SUBJECT: Overrun of Project Authorization
Philomath ("I" & College Sts.)
Contract No. 6222

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a Report on Expected Overrun of Project Authorization for the above-named city street project. The original authorization was $17,777.81. The present estimate of cost is $20,463.35, indicating an overrun of $2,685.54 or 15.1 per cent.

After the plans for this project were completed, and the contract awarded, the City of Philomath requested that the typical section be changed from a 32-foot section to a 40-foot section by widening the shoulders from 4 feet each to 8 feet. This requires increases in the quantities of earthwork, coarse base and leveling course. The City has agreed to pay for any costs in excess of $20,000 on the project.

It is recommended that the project authorization be increased as noted above. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Attach.
cc L. H. Young

RECEIVED
APR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Salem, Oregon
April 15, 1963

Philomath (I and College Streets) Section
City Streets
Contract No. 6222

Mr. F. D. Morgan
Construction Engineer
Department

NOTED
DON HARWELL

Since the contract was let on the subject project, the City of Philomath has requested that the project be expanded to have 8-foot shoulders rather than the 4-foot shoulders as shown on the plans. See copy of letter from the City of Philomath regarding this.

This has been discussed with the County and City ~~[illegible]~~ Division, who offer no objection providing the other departments approve. This office recommends the contract be expanded in accordance with the request by the City of Philomath. Attached are the following items pertaining to this matter:

1. "Report on Expected Overrun of Project Authorization" showing the increased cost due to the expansion of the project, which increases the project approximately 15.5 per cent.

2. Price Agreement No. 1, wherein the contractor agrees to do the additional work at the contract bid prices.

For your information, this is a City Street Project where the City has agreed to pay all over $20,000. The original contract authorization was for $17,777.81. The anticipated total cost with the expanded project is $20,529.23, which will increase the State's payment $2,222.19, with the City paying the $529.23.

R. D. Asburry
Division Engineer

RDA:AM

cc: Si Cox

RECEIVED
APR 16 1963
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAY 6 - 1963
FOR FILING

Form No. E-272—10M—7-58

REGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name Philomath ("I" & College St.) Date April 3, 1963

Highway City Streets Contract No. 6222

302-170

County Benton Kind of Work Grading & Paving Contractor M. O. Salmon

6244

Contract Amount				$ 15,602.50
Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount	
Major items, itemized:				
General Excavation Unclass.	613	0.50	306.50	
Coarse Crushed Materail in Base	560	2.70	1,512.00	
3/4-0 Material in Base	200	2.80	560.00	
Minor items, unitemized algebraic total				
Subtotal				$ 2,378.50
Approved work orders (Price, extra work and state force orders)				$ 200.00
Expected over-runs and under-runs in work orders:			Amount	
Major items, itemized:				
Minor items, unitemized algebraic total				
Subtotal				$
Authorization for engineering				$ 1,264.20
Expected over-run or under-run of engineering authorization				$ 200.00
Costs not included above (explain)				$
Allowance for future contingencies (100 % of work remaining) ~~4½% x 19,645.20~~ 18,181.00				$ ~~884.03~~ 818.15
Credits to come from transfers and deductions				$
Present estimate of project cost				$ ~~20,529.23~~ 20,463.35

Brief Statement of principal causes of over-run:

City requested change in typical section. Original section 32' wide; city requested section 40' wide. See City of Philomath letter of March 27, 1963.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 17,777.81
Present estimate of project cost	$ ~~20,529.23~~ 20,463.35
Expected over-run (Amount)	$ ~~2,751.42~~ 2,685.54
Expected over-run (per cent)	~~15.5~~ 15.1 %

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer

Noted by: Construction or Bridge Engineer

Confirmed by: Division Engineer

Noted by: ~~Deputy or~~ Assistant State Highway Engineer

State Printing 86719

OTED

FORM E-90X—90M—10-62 46923

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

NOTED
R. H. PRANGE

Salem, Oregon
April 1, 1963

NOTED
DON HARWELL

SUBJECT: Philomath (I and College Sts.) Section
City Streets
Contract No. 6222

To:

Mr. H. N. Hoover
Resident Engineer
Oregon State Highway Department
3400 Spicer Road
Albany, Oregon

RECEIVED
APR 2 - 1963
ENGINEER
COUNTY & CITY DIVISION

Attached please find copy of a letter from the City of Philomath regarding the expansion of the subject contract of the typical section to a total width of 40 feet rather than the 32 feet as shown on the plans.

The contract has already been awarded on this so before we could proceed with any change order, we would have to have the consent of the contractor. Will you please contact the contractor and see if he will be agreeable to extending the contract in the above-mentioned manner at the unit prices of the original contract. If so, please prepare a Price Agreement covering same and submit to this office.

Your early consideration in this matter would be greatly appreciated, as nothing more can be done regarding this until we get the opinion of the contractor regarding it. It is the general opinion that the Highway Department will go along with this change providing the contractor is agreeable to doing the extra work at the contract unit prices.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. F. D. Morgan
Mr. H. S. Cox

OREGON STATE HIGHWAY DEPARTMENT

TO: Ralph L. Walker (City Recorder)

SUBJECT: College & I Streets
Philomath

DATE: 3-27-63

FROM: H. S. Cox

As the city of Philomath has requested a change from 32' to 40' Construction width on College & I Streets in the city, this office therefore desires the following;

① A letter Signed by the Mayor & a majority of the Councilman asking for the above mentioned Change

② A Statement that the city is willing & able to pay all Costs above $20,000.00 (Present revised estimate is $20,453.62)

③ Submit the above letter to Salem by 3-28-63

H. S. Cox
(SIGNATURE)

PLEASE REPLY HERE

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

CLIFFORD GEE, MAYOR PHONE 929-4830 RALPH L. WALKER, RECORDER-TREAS.

City of Philomath
P. O. BOX 515
PHILOMATH, OREGON

NOTED
Harold C. Ayers

RECEIVED
MAR 29 1963
ENGINEER
COUNTY & CITY DIVISION

March 27, 1963

Mr. H. S. Cox
County & City Engineer
State of Oregon
State Highway Department
Salem, 10, Oregon.

Re; Contract 6222

NOTED
H. S. COX

Dear Sir:

In reviewing the plans for reconstructing of portions of Philomath Streets ('I' and College sts) under contract No. 6222 as awarded to M. O. Salmon March 14, 1963, the City Council of Philomath, Oregon notes that the final design width of these streets is 40 ft., betweencurbs. This width is only 8 ft., greater than the subgrade excavation width of the above notedcontract design or 4ft., on each side of the street.

It appears that excavation of these 4ft., wide strips would be considerable more expensive at a later date when full pavement and curbs are to be placed than if it could be arried out at the time tha above contract is fullfilled; it further appears that the cost of the above contract will be several thousand dollars less than the $20,000 dollars which the State would have allowed as per our previous communication; further, preliminary estimates indicate that the additional excavation to 40' width together with placement of the compacted Bottom Course Base of nominal thickness of 10" along the entire length will not exceed a total of $ 21,000.

An additional spoil area has been arranged for, which will tend to reduce the average turn distance per yard of excavation.

Therefore, the Council having previously guerenteed up to $5,000 in excess of said $20,000, requests that the above additional work be considered and entered in the contract if possible and the Council further guarantees up to $ 1,000 for an upper limit of $21,000 combined State and City funds for this project.

Copy given to Division
4-1-63

Yours truly
Martin L. Beyerlein
Martin L. Beyerlein, Supt. of Public Works

Clifford Gee Mayor

ATTEST:
Ralph L Walker Recorder

Councilmen
Newton M Huggett
David A Jordan

COUNCILMEN
Charles G Hall
Earl Bennett

FORM E-129X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

RECEIVED
MAR 18 1963
ENGINEER
COUNTY & CITY DIVISION

March 15, 1963

NOTED
R. H. PRANGE

Mrs. Ruth Steeprow
Route 2, Box 167-A
Philomath, Oregon

Dear Mrs. Steeprow:

In answer to your letter of March 6 regarding street improvement in Philomath, the Highway Department is planning on assisting the City in the reconstruction of one block of "I" Street and two and one-half blocks of College Street. In this project the State's participation will be $20,000, and the City is to pay all costs in excess of $20,000. This assistance is given when a street is receiving wear from heavy and unusual traffic and must be constructed stronger than ordinary residential streets. College and "I" Streets lead to sawmills and plywood plants and are receiving excessive wear due to this heavy use.

Oregon Revised Statutes 366.805 provide that the sum of $250,000 shall be set up, annually, in a separate account to be administered by the State Highway Commission and to be spent by such Commission upon streets, not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic.

The City Council must originate the proposed project and must officially, by resolution, request aid on a certain-named street which the Council believes will qualify for assistance from the above fund. When the Highway Commission receives this request an investigation is made by a representative of the Commission, and if it is found that the street named by the City Council is in need of heavier than usual construction, then a project may be approved and built.

All of the projects constructed by the Highway Commission in the City of Philomath have been on streets which were receiving excessive wear due to this type of traffic and at the City's request.

In summary, all of these projects constructed by the State Highway Department are constructed on streets selected by the city councils and must be built to withstand heavier traffic than on residential streets. The State's participation never exceeds $20,000 for any one project. Due to the limited funds, only approximately one out of five requested projects can be approved by the State Highway Commission.

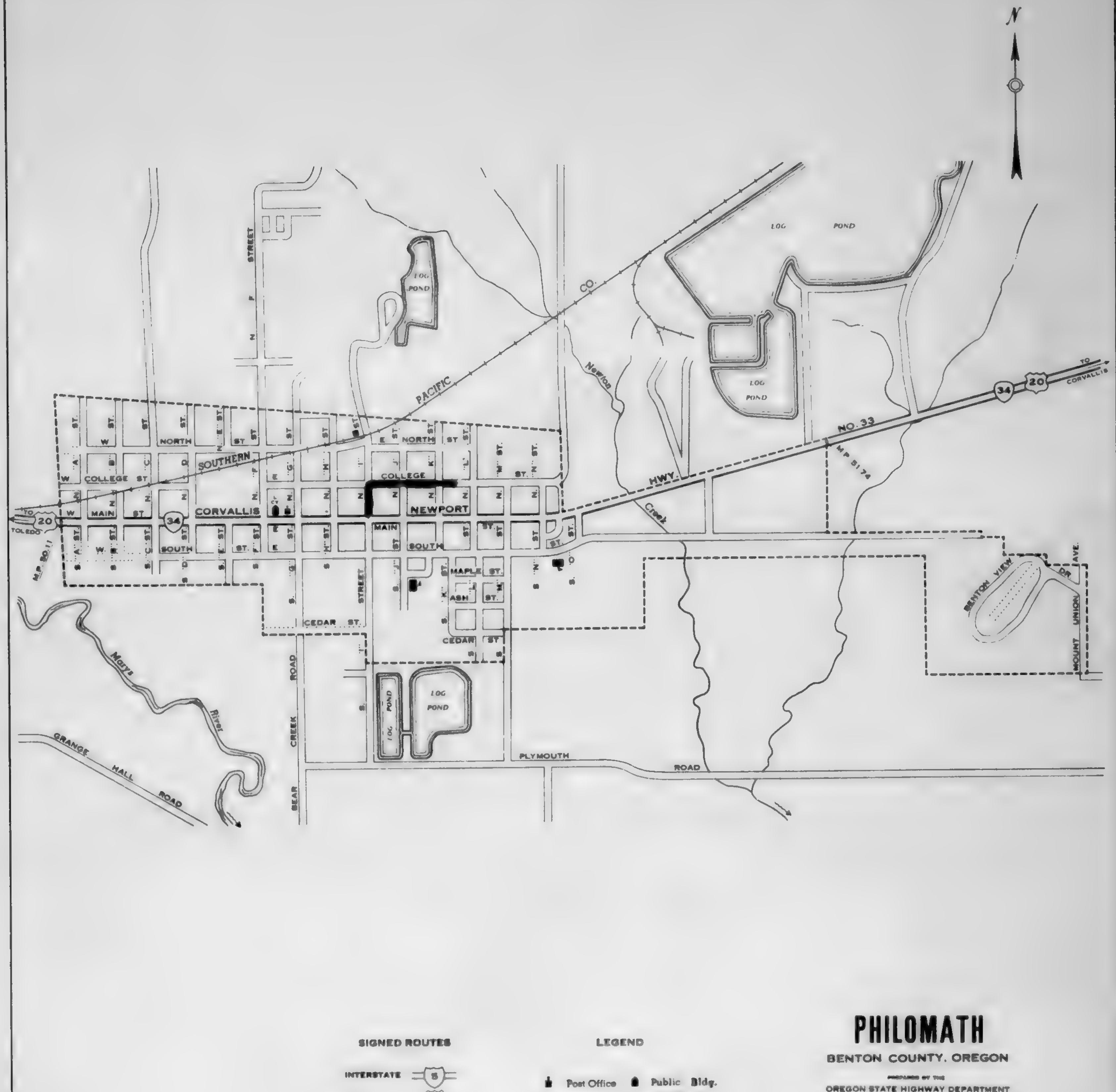
Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
LLOYD P. SHAW

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
✓H. S. Cox



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

ROUTES REVISED JUNE 1961

LEGEND

Post Office
School
R. R. Depot

Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library

Street open for travel.
Street dedicated but not open.
City Limits.

PHILOMATH

BENTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,359

Scale in Feet

January 1, 1961

SHAW

PLEASE RETURN TO
LLOYD P. SHAW

REFERRED TO
Forrest Cooper
BY SECRETARY

Route 2, Box 167-A
Philomath, Oregon
March 6, 1963

State or Oregon
Highway Department
Salem, Oregon

Gentlemen:

I would like to know how many streets the State of Oregon is going to pave in Philomath and why the State of Oregon is allocating a sum of money for such paving when the residents South of Main Street are required to pay for the paving. Why isn't this divided equally rather than certain streets picked to receive this benefit. This has happened in Philomath a couple of other times.

South Street is used just as much, if not more, than some of the other streets because of two public schools and a public swimming pool. The public school buses also use this street.

Quite a few people in Philomath are asking the same questions and we cannot get an answer here.

Thank you.

Porter

Sincerely,

Ruth Steeprow

(Mrs.) Ruth Steeprow

RECEIVED
MAR 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 15 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

Mr. M. O. Salmon
Route 1, Box 232 K
Albany, Oregon

Dear Mr. Salmon:

The State Highway Commission on March 14, 1963 awarded to you State Highway Contract No. 6222 for the following project:

Grading and paving on Philomath ("I" and College Sts.) Section of City Streets in Benton County

This award was based on your low bid of $15,602.50 which was submitted to the Commission on March 12, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. O. Savage (SIPC)

Philomath (I & College Sts) Section

[illegible]

Item No	Item	Quantities	Unit Price	Amount
1.	Clearing and Grubbing	All Specified		100 —
2.	General Excavation, Unclassified	2830 Cu. Yds.	1^{25}	3537.50
3.	Finishing Roadbed and Slopes	0.28 Mile	500 —	140.00
4.	Coarse Crushed Material in Base	2500 Cu. Yds.	3^{25}	8125.00
5.	3/4"-0 Material in Base	650 " "	3^{50}	2275.00
6.	Sprinkling	15 M-Gals	3 —	225.00
7.	Class "B" Asphaltic Concrete	800 Tons	8^{50}	6800.00
				21,202 50
				200 —
	Extra Items			21,402.50
	Flagging $200 —	12 1/2%		2675.31
			$	24,077.81

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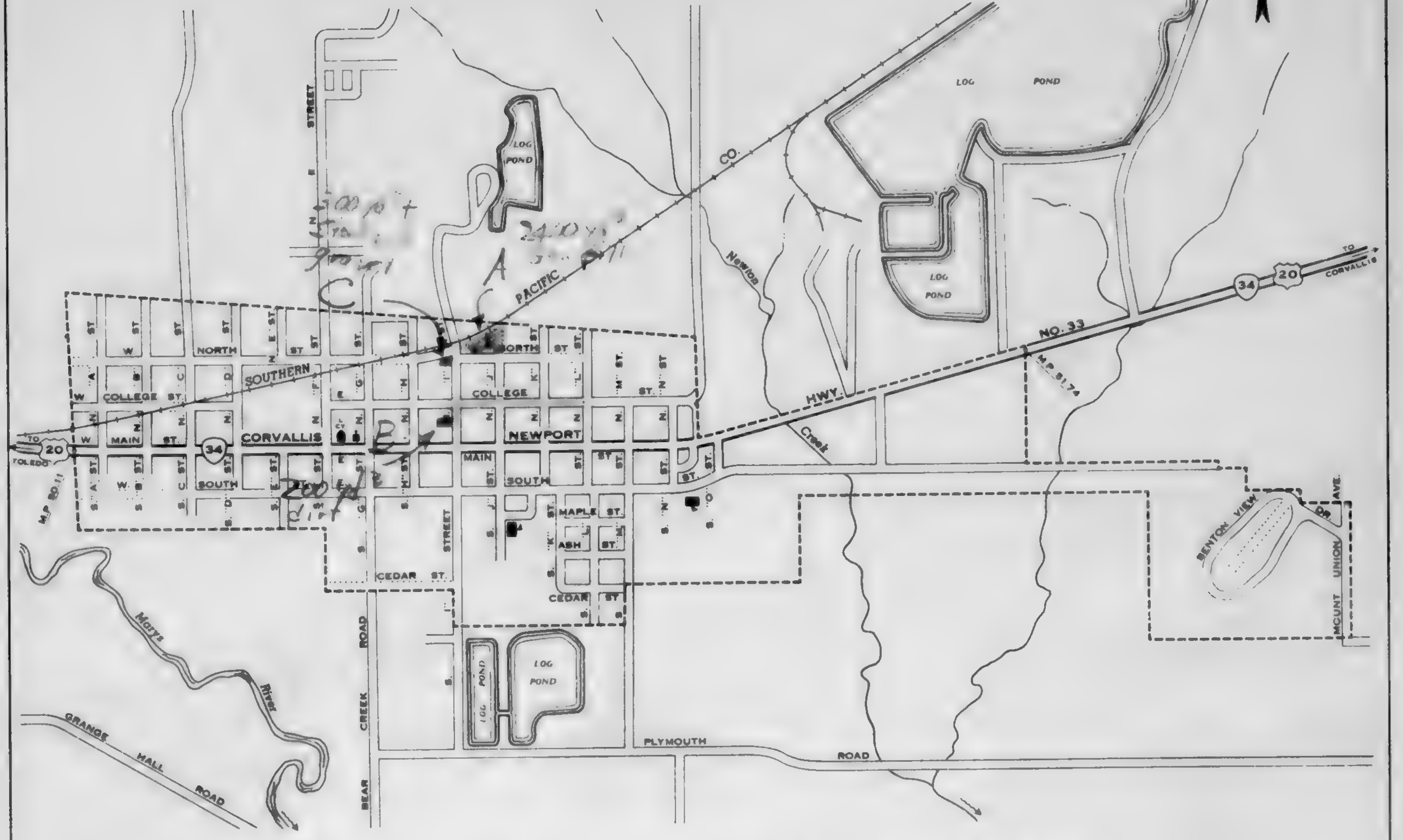
JAN 15 1963
ENGINEER
COUNTY & CITY RELATIONS

Please indicate where to place excess excavated material



Additional spoil areas may be available within 500 ft of the excavations by the time construction is begun.

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE (22)

ROUTES REVISED JUNE 1961

LEGEND

- ● Post Office
- ● School
- ● R. R. Depot
- ● Public Bldg.
  - CY City Hall
  - CT Court House
  - A – Armory
  - L Library
- Street open for travel
- Street dedicated but not open
- ‒ ‒ ‒ City Limits

PHILOMATH

BENTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,359

Scale in Feet

January 1, 1961

file

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JAN 4 1963
FOR FILING

302-1704

6222

January 3, 1963

Mr. Ralph L. Walker
City Recorder
City of Philomath
City Hall
Philomath, Oregon

Dear Mr. Walker:

We are enclosing for the records and files of the City of Philomath a fully executed copy of an agreement between the State Highway Commission and the City of Philomath covering a "Special City Allotment" project on "I" and College Streets in Philomath.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
Encl.

cc: H. S. Cox
Attn: H. C. Ayers

Attached for your records and files is a conformed copy of the above agreement. A fully executed copy of the agreement has been retained in our office for the Commission's records.

FO

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

December 7, 1962

Mr. Ralph L. Walker
City Recorder
City Hall
Philomath, Oregon

Dear Mr. Walker:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment project on I and College Streets. Enclosed are three copies of an agreement covering this project.

Will you please have the City Council pass a resolution, similar to the enclosed sample, authorizing the Mayor and yourself to sign the agreement. Please include three copies of this resolution with the signed copies of the agreement.

As the contract cannot be advertised until the signed agreement is in our hands, will you and the Mayor please sign the three copies of the enclosed agreement, have the signatures attested by a third party, stamp with the city seal, and return the three signed copies, along with three copies of the resolution authorizing signature, to this office prior to December 13, 1962. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Very truly yours,

Agreement received

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm
Encl.

NOTED
Harold C. Ayers

NOTED
H. S. COX

Salem, Oregon
November 7, 1962

1963 Special City Allotment Project
College and I Streets
City of Philomath

Mr. Ray Asburry
OFFICE

NOTED
DON HARWELL

NOTED
V. R. JONES

The project was originally worked up several years ago with 20' width pavement. The present city engineer has requested that the project now be paved 22' width with 4' shoulders.

H. C. Ayers
County & City Relations Field Engineer

HCA:mm

cc: Frank Hall
V. G. O'Neil

NOTED

NOTED
DON HARWELL

NOTED
H.S.C.

November 5, 1962

Mr. Ralph L. Walker
City Recorder
City Hall
Philomath, Oregon

Dear Mr. Walker:

On November 1, the State Highway Commission approved the City's request for a cooperative construction project on College and I Streets under the provisions of ORS 366.805.

The project was approved on the basis of the City paying all costs of the project in excess of $20,000. This project will be contracted in the early summer of 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HCA:mm

EN LARSON, MAYOR RALPH WALKER, RECORDER MRS. TED WARD, TREASURER

City of Philomath

PHILOMATH, OREGON

NOTED
Harold C. Ayers

September 25, 1962

State Highway Commission
Salem, Oregon.

Sirs:

The Council meeting of September 10, 1962, a motion was passed that the State Aid project Main to College street and 'I' to 'L' street be accepted and the City to pay the amount in excess of $ 20,000 of the project.

Very truly yours

Ralph L Walker.

Ralph L. Walker, Recorder.

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

September 11, 1962

Mr. Ralph L. Walker
City Recorder
City Hall
Philomath, Oregon

NOTED
JOHN D. GRAHAM

Dear Mr. Walker:

On August 20, I sent a letter to Martin Beyerlin advising him to get the City Council to pass a resolution stating that the City was willing and able to pay all costs in excess of $20,000 for the proposed reconstruction of College and "I" Streets and send one to us.

This project has already been surveyed and an estimate of $25,000 made. Will you please immediately advise if the City wishes to proceed on this basis.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm

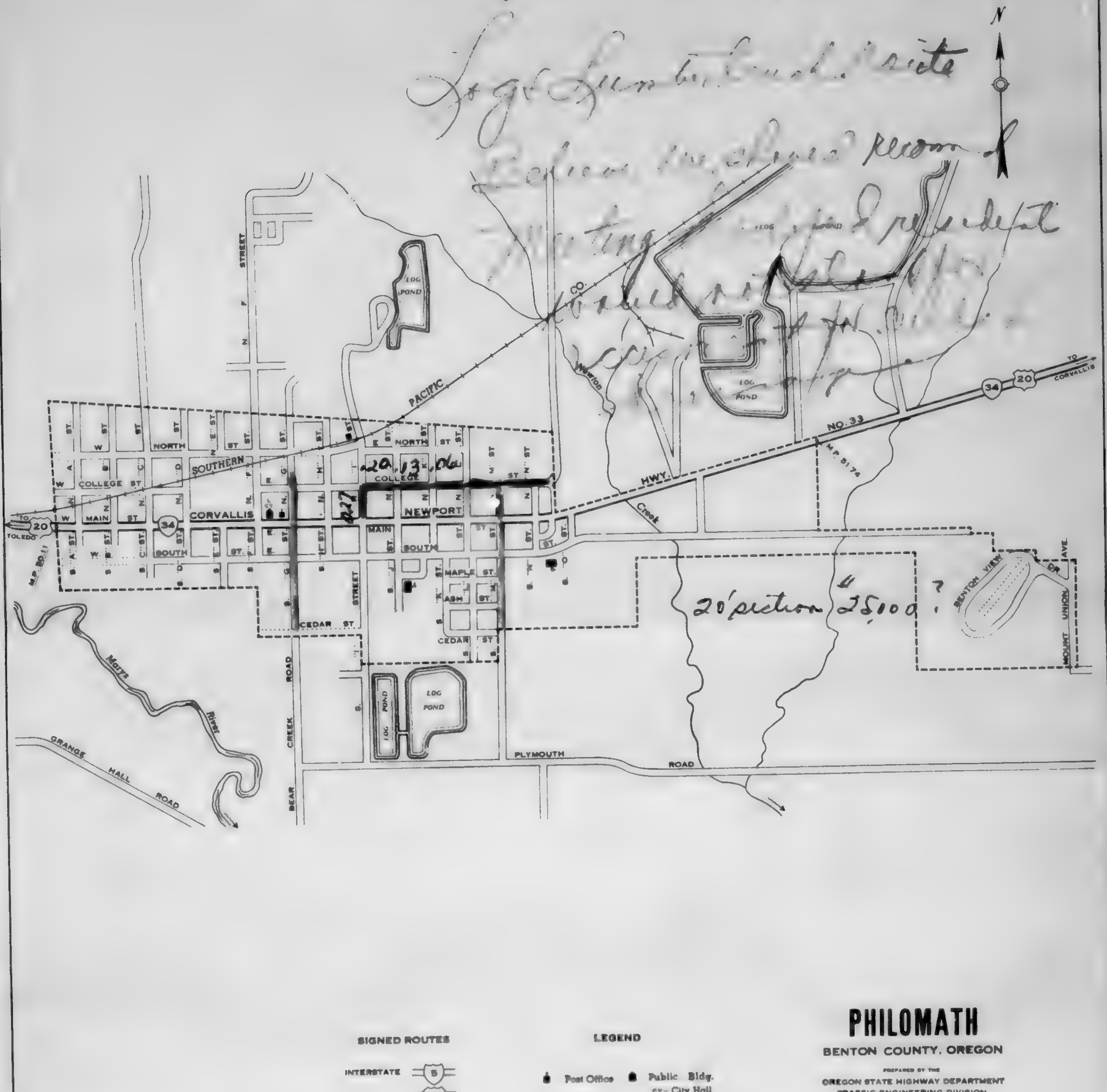
Martin L Beyerlein - City Supt.

Log Lumber [illegible] site

Below [illegible] recom[illegible]

Meeting [illegible] & respectful

[illegible]



20.13.06

427

20' section 25,100?

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

ROUTES REVISED JUNE 1961

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- – – – City Limits.

PHILOMATH

BENTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,359

Scale in Feet

400 0 400 800

January 1, 1961

6-11-62

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of PHILOMATH is an incorporated city of the State of Oregon and has a population of 1367 as given by the latest official census; and

WHEREAS, the following streets of said city, COLLEGE ST. FROM "L" TO "I" STS. AND "I" FROM COLLEGE ST. TO MAIN ST. are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

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JUN 26 1962
ENGINEER
COUNTY & CITY RELATIONS

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

cc-50 (1959 Rev.)

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of PHILOMATH does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Martin L. Beyerlein, Superintendent as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11 day of JUNE, 1962.

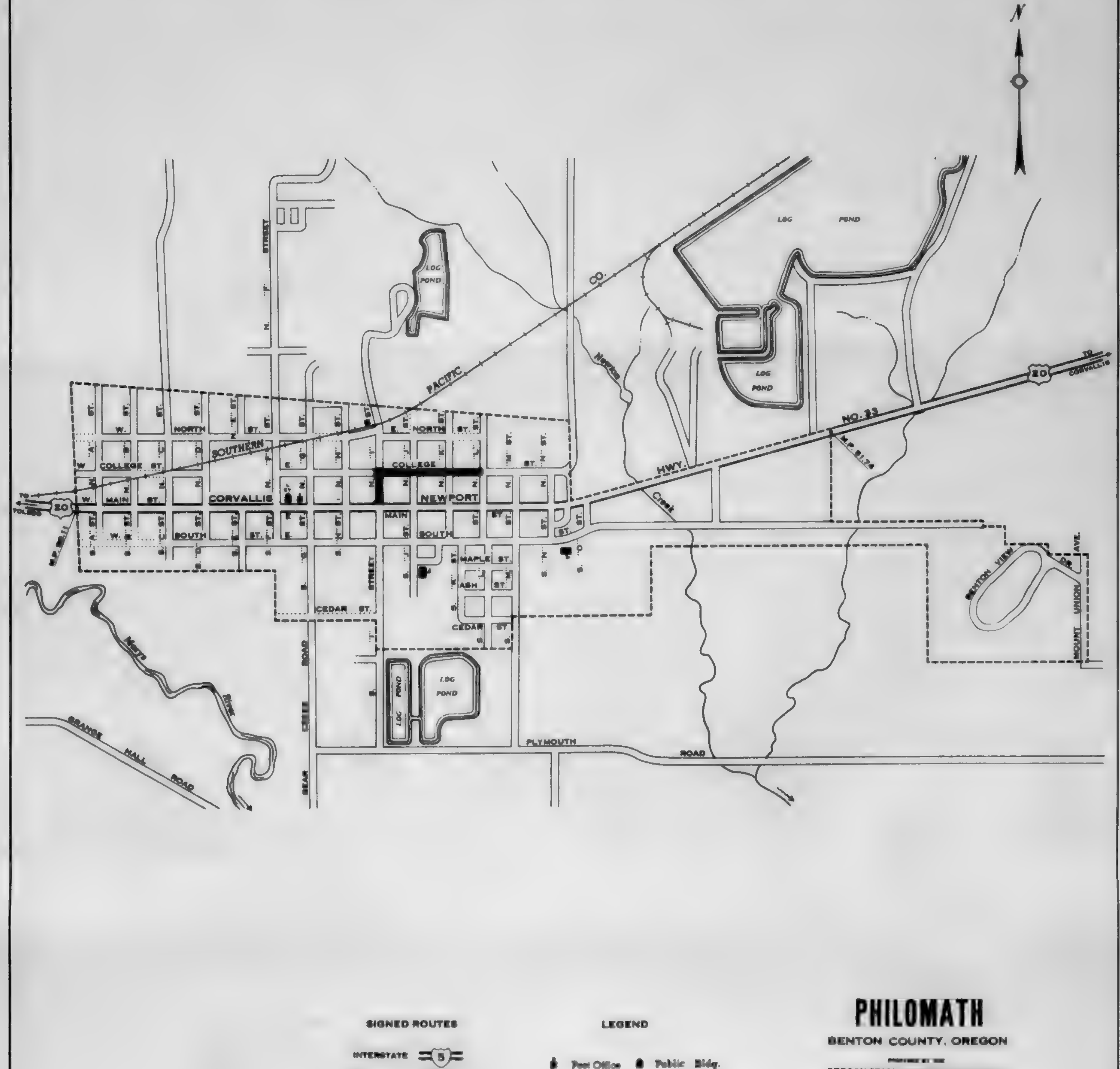
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---- ------------- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of PHILOMATH, OREGON at a regular or special meeting of said Council, held on the 11th day of JUNE, 1962, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11th day of JUNE, 1962.

Ralph L. Walker
City Recorder



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

PHILOMATH

BENTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,359

Scale in Feet

January 1, 1961

6-3323 William M. Tugman State Park 1963
Bathhouse, Oregon Coast Hwy.
#6223

RECEIVED
AUG 13 1963
FOR FILING

6223

August 13, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On July 15, 1963, we wrote to you concerning release of final payment on contract #6223, awarded to James & Stritzke Const. Co., for bath house in the Wm. M. Tugman State Park on the Oregon Coast Highway in Coos County.

Final payment on this contract is $948.70 and the total contract amount is $19,084.00. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Fred L. York Insurance
1200 High Street
Eugene, Oregon

cc: James & Stritske Const. Co.,
P. O. Box 126
Roseburg, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUL 15 1963

FOR FILING

[illegible]

6223

July 15, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Contract #6223 awarded James & Stritzke Const. Co., for construction of bath house in the Wm. M. Tugman State Park on the Oregon Coast Highway, Coos County, was completed June 25, 1963, and accepted by the Highway Commission on July 12, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 22, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Fred L. York Inc.,
1200 High Street
Eugene, Oregon

cc: James & Stritzke Const. Co.,
P. O. Box 126
Roseburg, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
JUL 15 1963

FOR FILING

[illegible]

6223

July 12, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 25 on Contract No. 6223. The contract was with the James and Stritske Construction Company and was for work on the William M. Tugman State Park Bathhouse construction on the Oregon Coast Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 12, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
APR 9 - 1963
FOR FILING

FORM 5-30X—90M—5-62 43909

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1963

SUBJECT:

To:

D. B. Parkes
Contract Payments

DEPARTMENT

James & Stritzke Construction Company started work on the William M. Tugman State park bathhouse project near the Oregon Coast Highway in Coos County, Contract No. 6223, on April 3, 1963.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
MAR 15 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

James & Stritzke Construction Company
P. O. Box 126
Roseburg, Oregon

Gentlemen:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6223 for the following project:

Construction of William M. Tugman State Park Bathhouse along Oregon Coast Highway in Coos County

This award was based on your low bid of $16,974.00 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. E. Young
R. C. [illegible] (alC)
J. D. [illegible]
Parks Dept.

I-5-2(27) Weaver Rd.-Canyonville Sec., 1963
100 Pacific Hwy. (Sign. Instal.)
#6224

RECEIVED
FEB 6 - 1964

FOR FILING

February 6, 1964

American Insurance Co.,
McLaughlin Bldg.,
1220 SW Columbia
Portland 1, Oregon

Gentlemen:

Contract #6224 awarded to Electrical Products Div., of Federal Sign & Signal Corp., for signing installation on the Weaver Road-Canyonville Section of Pacific Highway in Douglas County, was completed July 19, 1963, and accepted by the Highway Commission on February 5, 1964.

Final payment, in the amount of $3,107.45 will be released to the contractor after February 14, 1964. The total contract amount is $33,839.06 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Insurance Co.,
Gerlinger, Richards & Arnold Co.,
201 American Bank Bldg.,
Portland, Oregon

cc: Electrical Products Div.,
Federal Sign & Signal Corp.,
3500 SW Bond Avenue
Portland 1, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
FEB 6 - 1964

[illegible]

6224

February 5, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 19, 1963, on Contract No. 6224. The contract was with Electrical Products Division, Federal Sign and Signal Corporation for work on Weaver Road-Canyonville Section signing project on the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 5, 1964.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

This matter will appear on the agenda for the Highway Commission meeting on March 12.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
NOV 5 1963

FOR FILING

[illegible]

224

October 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 9, 1963, on Contract No. 6224, Weaver Road-Canyonville Section, Pacific Highway in Douglas County in connection with Federal-Aid Project No. I-5-2 (27)100.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Ivan D Merchant
Ivan D. Merchant
Bridge Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: October 24, 1963

Conditions noted on above date:

None.

A.W. Parsons
Division Engineer

By
J. H. Girvin
Acting District Engineer

CC: H.S. Cox

OSHD Copy

RECEIVED
OCT 10 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1963

[illegible]
6224

SUBJECT:

To

D. B. Parkes
Office Engineering
DEPARTMENT

Electrical Products Division of the Federal Sign & Signal Corp. completed work on Contract #6224, Signing Installation on the Weaver Road-Canyonville Section of the Pacific Highway in Douglas County on October 7, 1963.

Ivan D. Merchant
Bridge Engineer

CAG:al

✓ CC: Floyd Query

RECEIVED
APR 25 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-5-2(27)100

6224

April 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Re: Weaver Rd.-Canyonville Signing
Contract No. 6224
FAP No. I-5-2(27)100

Dear Sir:

Electrical Products Division, Federal Sign & Signal Corp. began work on the Weaver Road - Canyonville Signing installation project on the Pacific Highway in Douglas County, Contract No. 6224, Federal-aid Project No. I-5-2(27)100, on April 24, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
D. B. Parkes
C. H. Maison
L. H. Young

NOTED
FLOYD QUERY

RECEIVED
APR 19 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 4-91	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Douglas
		PROJECT NO. I-5-2(27)100

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Myrtle Cr. to Canyonville

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-18-63	7.216
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 38,503.00	$ 35,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
ASSISTANT State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
XX A. W. Parsons
By
(Division Engineer)
By: L. R. Backlund, Administrative Mgr.
Date executed by Division Engineer April 15, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-2(27)100

WEAVER ROAD-CANYONVILLE SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 29, 1963

Type Code X002
Signing (Sta. 3409+00 thru Equa. 3460+12.63 = 67.09.98 to Sta. 303+00)(Sta. 409+00 to Sta. 503+00)(Contract 6224)

Removal of Existing Sign Installation	All	Required		$ 270.00
Furnish 8" BP 36# Steel Piling	391	lin.ft.	$ 4.87	1,904.17
Drive Steel Piles	31	only	83.88	2,600.28
Sign Support Footings	All	Required		605.00
Metal Sign Posts	All	Required		1,930.00
Overhead Sign Structure	All	Required		2,360.00
Wood Sign Posts	All	Required		2,600.00
Overhead Sign Illumination Equipment	All	Required		2,690.00
Type "A" and "B" Signs in Place	2,331	sq.ft.	6.26	14,592.06
Type "C", "D" and "R" Signs in Place	987	sq.ft.	3.88	3,829.56
Type "E", "F", "G" and "H" Signs in Place	313	sq.ft.	3.36	1,051.68
Type "H" Signs in Place	64	sq.ft.	3.44	220.16
Type "P" Signs in Place	62	sq.ft.	4.04	250.48
				$34,903.39
Flagging (57½% of Contractor's Cost)	All	Required		100.00
	Subtotal			$35,003.39
	10% Engr. & Cont.			3,499.61
		Total		$38,503.00

Length of Project . . . . 7.216 Miles

Federal Funds	$35,400.00
State Funds	3,103.00
	$38,503.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(27)100

WEAVER ROAD-CANYONVILLE SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 2, 1963

Type Code Y002
Signing (Sta. 3409+00 thru Equa. 3460+12.63 = 67+09.98 to Sta. 303+00)
(Sta. 409+00 to Sta. 503+00)

Removal of Existing Sign Installations	All Required		$ 400.00
Furnish 8" BP 36# Steel Piling	391 lin.ft.	$ 5.50	2,150.50
Drive Steel Piles	31 only	80.00	2,480.00
Sign Support Footings	All Required		440.00
Metal Sign Posts	All Required		2,270.00
Overhead Sign Structure	All Required		2,080.00
Wood Sign Posts	All Required		2,700.00
Overhead Sign Illumination Equipment	All Required		1,900.00
Type "A" and "B" Signs in Place	2,331 sq.ft.	7.00	16,317.00
Type "C", "D" and "R" Signs in Place	987 sq.ft.	3.75	3,701.25
Type "E", "F", "G" and "M" Signs in Place	313 sq.ft.	4.00	1,252.00
Type "H" Signs in Place	64 sq.ft.	3.75	240.00
Type "P" Signs in Place	62 sq.ft.	4.50	279.00
			$36,209.75
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$36,309.75
	10% Engr. & Cont.		3,630.25
	Total		$39,940.00

Length of Project - - - - - 7.216 Miles

Federal Funds -	$36,700.00
State Funds -	3,240.00
	$39,940.00

RECEIVED
MAR 1 5 1963

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
LLOYD QUERY, SECRETARY
SALEM

6224

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

Electrical Products Div.,
Federal Sign & Signal Corp.
3500 S. W. Bond Avenue
Portland 1, Oregon

Gentlemen:

The State Highway Commission on March 14, 1963 awarded to you State Highway Contract No. 6224 for the following project:

Signing installation on Beaver Road-
Canyonville Section of Pacific Highway
in Douglas County

This award was based on your low bid of $34,909.39 which was submitted to the Commission on March 12, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. M. Young
R. G. Savage (SI&C)
I. D. Merchant

RECEIVED
MAR 19 1963

FOR FILING

[illegible]

6224

477 Cottage Street, N. E.
Salem, Oregon

March 14, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project I-5-2(27)100
Weaver Road - Canyonville Section
Signing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6224 to Electrical Products Division of Federal Sign and Signal Corporation of Portland, Oregon, low bidder in the amount of $34,903.39 at the March 12, 1963 bid opening.

NOTED
LLOYD P. SHAW

RECEIVED
MAR 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
copy To Morgan
3-19-63

RECEIVED
FEB 28 1963
FOR FILING

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 18, 1963

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-2(27)100
Weaver Road-Canyonville Section
Signing

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that all relocations are either completed or in the process of completion as indicated in Mr. Wright's February 11, 1963 letter.

RECEIVED
FEB 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
Copy To Gifford
3-28-63

NOTED
LLOYD P. SHAW

I-5-3(48) Rice Hill-N. Oakland Jct. 1963
145 Sec., Pacific Hwy. (Roadside
#6225 Improve.)

RECEIVED
MAR 25 1965

March 25, 1965

Aichele Landscaping
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The only information we have concerning a claim against Contract No. 6225 is a letter written February 28, 1964, by Porter's Excavating. The amount of the claim was not mentioned. We mailed a reply on March 3, 1964, a copy of which was sent to you.

We have heard nothing concerning this claim since March 3, 1964. It may be that it has been paid and we were not notified which happens quite often.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

Aichele Landscaping
11360 S. E. STEVENS ROAD
PORTLAND, OREGON 97266
Phone 654-8816

Shrubs - Tilling - Grading - Fencing

3-22-65

State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Contract No. #6225 - Rice Hill -

Floyd Query:

I would appreciate a reply on your letter dated March 11, 1965 to the Fireman's Fund Insurance Company on the claims filed against the above stated contract, of which the major portion has been settled.

Please send me a list of the claims filed against me. I am sure all bills have been paid in full and would like to recheck this.

Yours truly,

Sol Aichele

Bonded Landscaper

RECEIVED
MAR 12 1965
FOR FILING
6225

March 11, 1965

Fireman's Fund Insurance Co.
3333 California Street
San Francisco, California

Gentlemen:

Contract No. 6225 awarded to Solomon Aichele, for roadside improvement on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County was completed on February 26, 1964, and accepted by the Highway Commission on March 11, 1965.

Final payment in the amount of $2,815.75 will be released to the contractor after March 18, 1965. The total contract amount is $38,294.33 including $40.33 for work performed under force account.

You have previously been notified of claims filed against this contract, of which the major portion has been settled.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mg

cc: Mr. Solomon Aichele
11360 S. E. Stevens Road
Portland 66, Oregon

Fireman's Fund Insurance Company
Portland Office
900 Board of Trade Building
Portland 4, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 8 - 1965

FOR FILING
[illegible]

6225

March 5, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed February 26, 1964 on Contract No. 6225. The contract was with Solomon Aichele and was for roadside improvement on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project at the Commission meeting on March 11.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

LPS:bjs

RECEIVED
DEC 31 1964
FOR FILING

6225

December 31, 1964

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Gentlemen:

Thank you for your letter of December 26 informing us that your claim against Solomon Aichele has been paid in full.

Our records indicate this to be in connection with your claim in the amount of $500.00 for materials furnished to Solomon Aichele on State Highway Contract No. 6225, for roadside improvement on the Rice Hill-N. Oakland Junction Section of the Pacific Highway in Douglas County.

This information is being noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

cc: Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Fireman's Fund Insurance Company
Portland Office
900 Board of Trade Building
Portland 4, Oregon

Solomon Aichele
11360 S. E. Stevens Road
Portland 66, Oregon

Mr. Jackson
Mr. Simpson

NOTED ON CARD
j. f.

Edward Ramsden: RESIDENT VICE PRESIDENT

FIREMAN'S FUND AMERICAN
INSURANCE COMPANIES

PORTLAND BRANCH OFFICE: 1220 S. W. COLUMBIA STREET • PORTLAND, OREGON 97201
PHONE: 226-3761

December 23, 1964

State of Oregon
State Highway Department
Salem, Oregon 97310

Attn: Mr. Floyd Query, Secretary, Oregon
State Highway Commission

Gentlemen:

Claim Number	F104S-6347
Bond Number	C-6105210
Principal	Solomon Aichele
Obligee	State of Oregon Highway Department

State Highway contract 6225 for Roadside Improvement on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County

We have received notice of the claim registered by Knight Pearcy Nursery in regard to material supplied on the above contract.

We have checked with our insured and find that on December 5, 1964 their check #2556 in the amount of $500 was forwarded to the Knight Pearcy Nursery.

We trust this will conclude the above matter.

Yours very truly,

J. C. Olson

J. C. Olson
Claims Department

cc: Knight Pearcy Nursery - Salem, Oregon

RECEIVED
[illegible] 1964
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
DEC 28 1964
FOR FILING

[illegible]

6225

December 21, 1964

Mr. Solomon Aichele
11360 S. E. Stevens Rd.
Portland 66, Oregon

Dear Sir:

Final inspection has been made by the Bureau of Public Roads and State on the Rice Hill-Oakland Jct. Section of the Pacific Highway in Douglas County, Contract No. 6225, F. A. Project No. I-5-3(48)145.

The contract work has been completed to the satisfaction of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Asst. State Highway Engineer

DHP:cw

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young

RECEIVED
DEC 17 1964
FOR FILING

December 17, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on November 23, 1964, on Contract No. 6225, Rice Hill-N. Oakland Jct. Section, in Douglas County, in connection with Federal-Aid Project No. I-5-3(48)145.

We request that your office return a signed copy of this letter indicating acceptance of the contract work or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

VG:jb

RECEIVED
DEC 14 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 3, 1964

Knight Pearcy Nursery
P. O. Box 1
Salem, Oregon

RECEIVED
1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Gentlemen:

This is to acknowledge receipt of your claim letter of November 27, 1964, stating that Solomon Aichele owes you $500.00 for materials (incense cedars).

From the description given in your letter, it appears that the contract to which you refer is our Contract No. 6225, awarded to Solomon Aichele, for roadside improvement on the Rice Hill-N. Oakland Junction Section of the Pacific Highway in Douglas County.

The surety on this project is the Fireman's Fund Insurance Company through Portland Office, 900 Board of Trade Building, Portland 4. We will advise them of the receipt of your claim letter and we will also send your letter to the Secretary of State for filing.

Please let us know when your claim has been paid so that we can clear our records.

Claim File No. 4102

FILED
DEC
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

cc: Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Fireman's Fund Insurance Company
Portland Office
900 Board of Trade Building
Portland 4, Oregon

Mr. Jackson
Mr. Simpson

Solomon Aichele
11360 S. E. Stevens Road
Portland 66, Oregon

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

(P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.)

NOTED ON CARD

RECEIVED
DEC - 8 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Phone 364-4157

Salesyard and Nursery
on 99E (Portland Hiway)
1 Mile South of Brooks

KNIGHT PEARCY NURSERY
MAIL ADDRESS: P.O. BOX 12
SALEM, OREGON

11/27/64

Secy State Hiway Dept
Salem Ore

Dear Mr Query:-

Re- Rice Hill-N Oakland inter. Roadside improvment contract held by Sol Aichele. Contract # 6225

We note that the contractor has done his replanting and is apparently in line for final payment.

We have $500.oo materials in that job that are unpaid for. We supplied Mr Aichele incense cedars used on this job last February and have been unable to obtain payment.

Yours truly

Knight Pearcy

NOTED
FLOYD QUERY

RECEIVED
NOV 30 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 26 1964
FOR FILING

6225

March 25, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging work on the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County, Contract No. 6225 in connection with Federal-Aid Project No. I-5-3(48)145.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Att.

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	BRIDGE NUMBER	WEEK ENDING: 13 March 1964
	SECTION: Rice Hill-N. Oakland Jct.	SECTION PREFIX: 610-1082
	HIGHWAY: Pacific	COUNTY: Douglas
NAME OF JOB: Rice Hill-N. Oakland Jct.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Solomon Aichele	CONTRACT NUMBER: 6225	FEDERAL AID PROJECT NUMBER: I-5-3(48)145
DATE OF CONTRACT: March 14, 1963	DATE WORK STARTED: September 11, 1963	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 50	WORK DAYS USED: 24
PROJECT AUTHORIZATION: $ 45,632.81	ENGINEERING AUTHORIZATION: $ 3,245.00	PERCENT OF TIME ELAPSED: 48
EXCLUSIVE OF ENGINEERING: $ 42,377.81	ENGINEERING COST TO DATE: $ 3,431.69	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 38,689.80	PERCENT OF AUTHORIZATION: 106 %	
ESTIMATED PERCENT: UNDERRUN 8.7 %	DATE PROJECT WAS COMPLETED: February 26, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	Topsoil	Shrubs	Hedge-Plants		Trees
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,000	7,800		3,700	650
TOTAL QUANTITIES CORRECTED TO DATE	2,592	7,496		4,256	618
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,592	7,496		4,256	618
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Rain		
TUESDAY	Rain		
WEDNESDAY	Rain		
THURSDAY	Rain		
FRIDAY	Overcast		
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
MAR 16 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Work
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	" "
SATURDAY	

REMARKS

Project complete except for the plant establishment period. Office working on semi-final.

Semi-Final Estimate submitted on 13 March, 1964.

J R Hagedorn

SIGNED J. R. Hagedorn, Resident Engineer

ADDRESS Roseburg, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
APR 20 1964

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

3-25-64

[illegible] All work satisfactorily completed. Final acceptance will be made at the end of the establishment period.

By:
M. H. Martin
District Engr.

STATE COPY

original copy To Young
4-17-64

NOTED
LLOYD P. SHAW

RECEIVED
MAR 3 - 1964

FOR FILING

6225

March 3, 1964

Porter's Excavating
P. O. Box 368
Sutherlin, Oregon 97479

Gentlemen:

This is to acknowledge receipt of your letter of February 28 stating that Aichele Landscaping of Portland owes you (amount not stated) for leveling of ground on December 2, 1963.

We assume the project which you have reference to is the Solomon Aichele State Highway Contract No. 6225, roadside improvement on the Rice Hill-N. Oakland Jct. Section of the Pacific Highway in Douglas County. Final payment has not been made on this job. Our Construction Division informs us that this contract was approximately 95 percent complete as of February 21, 1964.

The Fireman's Fund Insurance Company through the Portland Office, 900 Board of Trade Building, Portland 4, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims but looks to the prime contractor and surety for such payment.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within 6 months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

This information is being noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachment
cc: Fireman's Fund Insurance Company
900 Board of Trade Building
Portland 4, Oregon

Solomon Aichele
11360 S. E. Stevens Road
Portland 66, Oregon

M Mr. Jackson
Mr. Simpson

NOTED ON CARD

Sutherlin, Oregon - 97479
P. O. Box [illegible]
February 28, 1964

State Highway Department

Salem, Oregon

Dear Sir

On December 2, 1963 I did some work for Aichele Landscaping of Portland on Interstate Highway 5 leveling some ground to put shrubs in. This man should have had a contract with the State Highway Department; therefore can you tell me if he has received payment in full if not could I get the Highway Department to pay his bill to me as of date he has not paid me for this work, or what shall I do about this bill. Thank you very much.

Yours

Porter's Excavating
Lloyd Porter
Sutherlin, Oregon

Cec, please reply
76

NOTED
C. W. HEAD

RECEIVED
MAR - 2 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 27 1964

FOR FILING

6225

PMT RSB 330 1-24-64 3 54

LLOYD P. SHAW

REF YOUR TT 161 R.G. CAMPBELL COMPLAINT
XXXXX
SWEET BRIAR ROSES ETC. MR CAMPBELL WAS CONTACTED BY RES ENGR HAGEDORN
ABOUT THE SECOND WEEK OF DECEMBER AND ALL MATTERS CONCERNING R/W AND
DRAINAGE WERE RECTIFIED. SORRY FOR NOT PASSING THIS WORD IN.

Shaw

/A
RULIFN
LF 03.

.RSM
RSB PMT 1-23-64 1031AM 161

MR L R CHANDLER
DIVISION ENGINEER

REFER TO MY LETTER OF DECEMBER 10 REGARDING R G CAMPBELL AND SEXX SWEET BRIAR ROSES.

I TRUST YOU W

I TRUST YOU EITHER HAVE CONTACTED, OR PLAN IN THE IMMEDIATE FUTURE TO CONTACT MR. CAMPBELL IN REGARD TO THIS MATTER AND EITHER HAVE TAKEN, OR WILL TAKE WHATEVER ACTION SEEMS NECESSARY
PLEASE ADVISE

LLOYD P SHAW
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

BH4.

RECEIVED
JAN 8 1964

FOR FILING

I-5-3(48)145

6225

December 10, 1963

Mr. Robert G. Campbell
Route 1, Box 67
Oakland, Oregon

Dear Mr. Campbell:

This is in reply to your letter of December 3 regarding the planting of sweet briar rose, some difficulty with drainage, and the removal of material beyond our right-of-way limits.

As to the sweet briars, we have checked with the Department of Agriculture and are advised it does not regard briar rose as being a noxious weed and, that any payments made for its removal are on the basis of the development of pasture land from which brush of any type would be removed. Your feeling in this regard is being brought to the attention of our Landscape Division.

The use of native stock by our contractor is so specified in the contract. There is, therefore, no "gravy train" as you charge in your communication to us.

By a copy of this letter, I am asking Division Engineer Chandler to have an inspection made of the right-of-way and drainage matters and to take whatever action he feels is necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
L. R. Chandler
M. H. Astrup

NOTED
LLOYD P. SHAW

CON RSB 107 12-6-63 3 34

DECKER

RE CAMPBELL COMPLAINT, YOUR CALL TODAY

THIS MAN HAS PROPERTY BOTH SIDES HWY ON NORTH SLOPE RICE HILL. WE ARE UNABLE TO CONTACT HIM TODAY. WE WENT ON HIS PROPERTY TO REPAIR EFFECTS OF SLIDE TO HIS PASTURE:, BELIEVE WITH HIS PERMISSION AND DON'T YET KNOW WXX YET WHAT HIS COMPLAINT IS. DRAINAGE DAMAGE UNKNOWN. WILL ADVISE AFTER COMPLAINT CAN BE INVESTIGATED.

XXRXEXAND
L. R. CHANDLER
LF :,.

REFERRED TO
Forrest Cooper
BY SECRETARY

Rt. 1, Box 67
Oakland, Oregon
December 3, 1963

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I have a question that I would like for you to answer before I take it up with the BPR.

It is noted that your landscape contractor is going out in farmers fields and taking wild rose bushes(what we commonly call sweet briar) and installing them as plantings in the center strip. The Agricultural Stabilzation and Conservation under the Department of Agriculture pays the farmer to remove the briars from the fields as a nozious weed.

As I own land next to the Rice Hill section of the freeway and each summer pay kids to dig and remove the sweet briars, I do not want them planted accross the fence to re-infest the area.

I am sure that it is an oversight on the part of your spec. writers, however something must be done to stop it, not only the damage to adjacent lands but the gravy train of the contractor who gets them free for the removing. They are not nursery stock.

I also have a personal request that directly affects me. Your contractor got a little over the property line in making the top of the slope road cut. I would like to have the dirt put back, also correct the culvert that you installed to cause water and mud to backfill upon my land. I have asked your local staff and they think I am just being funny.

Sincerely yours,

Robert G. Campbell

Robert G. Campbell

rgc/hw

Cooper - Shaw
C

RECEIVED
DEC 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
W[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 18 1963
FOR FILING

November 13, 1963

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

File No. 31256-Rice
Rice Hill-North Oakland
Junction Section
Pacific Highway
Douglas County

Dear Sir:

We take vigorous issue with your citation on subject file, and Public Roads' representation, based on an auditor's unilateral determination, that the State has paid $4,085 in excess of fair market value. The citation narrative makes assumptions which are grossly in conflict with the fact in existence on the ground, and documentation in the State's file:

1. The "purported" easement referred to is supported by an affidavit from Mary Rice. The Chief Counsel made a determination that this constituted an easement, and instructed our negotiator to proceed on that basis.

2. The affidavit is and has been on the right of way file, contrary to the representation that "No documentation is in the file to indicate that the grantor had any legal right to this easement."

3. We are at a loss to comprehend the representation that "Since the grantor also has an interest in the abutting property, he was paid for his access under File No. 33614." This statement ignores the legal concept of unity of title. Further, it implies that the owner was amply indemnified, by payment of $1,200, for the additional landlocking of some 78 acres of land valued at over $6,000. The logic employed in this deduction is so obscure that we do not understand it. In addition to being legally unsound, this conclusion is flatly rejected by our land economic studies of landlocked remainders.

NOTED
R. L. PORTER

By copy of this letter we are asking that a reclaim be made for the sum cited by you. If you sustain the citation, we ask to be so advised by your office and request that our protest be forwarded, along with the citation, for review by your Regional and Washington offices.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:LAH:mk

cc: R. L. Porter
L. H. Young
L. I. Lindas

NOV 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

6225

[illegible]

[illegible]
[illegible]
[illegible]

[illegible]

[illegible] Douglas County.

[illegible] highway construction projects in [illegible]

[illegible]

[illegible] Pacific Highway in Douglas County. [illegible] Insurance Company [illegible] Board of Trade Building, Portland, as its surety.

Very truly yours,

Secretary
[illegible]

C[illegible]

WALTER H. BELL
WILLIAM M. GEHLEN

Bell & Gehlen
ATTORNEYS-AT-LAW
STAYTON, OREGON

November 12, 1963

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Re: J. A. Versteeg

Gentlemen:

This office represents J. A. Versteeg relating to an automobile accident on Rice Hill South of Roseburg, Oregon, where Mr. Versteeg collided with a pipe, on October 1[illegible],

I would appreciate if you would check your records and advise as to the name of the contractor working in that [illegible] at that time, so that we can make a claim against their insurance carrier.

Very truly yours,

BELL & GEHLEN

William M. Gehlen

WMG/ic

please reply

TG

#6122 = [illegible] - Rice Hill
#[illegible] = [illegible]
#6225 - Rice Hill - [illegible]

RECEIVED
AUG 9 - 1963

FOR FILING

6225

August 8, 1963

Mr. Solomon Aichele
11360 SE Stevens Road
Portland 66
Oregon

Dear Sir:

On March 20, 1963, we forwarded to you three copies of contract #6225, which was awarded to you March 14, 1963, for roadside improvement on the Rice Hill-North Oakland Jct. Section of Pacific Highway in Douglas County.

Will you please return the two copies of the contract to this office with the needed signatures on both the Contract and Bond pages, so we may complete the processing from here and return the fully executed copy of contract to you for your files. Thank you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
APR 1 9 1963
FOR FILING

MONTHLY TRANSACTION NO.	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TATE Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Douglas
		PROJECT NO. I-5-3(48)145

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Rice Hill to N. Oakland Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-18-63	6.684
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$44,618.00	$ 41,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
By (Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 15, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-3(48)145

RICE HILL-NORTH OAKLAND JUNCTION SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 3, 1963

Type Code Y005
Roadside Improvement (Sta. 1246+00 to Sta. 1595+00)(Contract 6225)

Furnishing and Placing Topsoil	3,000 cu.yds.	$ 3.25	$ 9,750.00
Furnishing and Planting Trees	650 only	7.30	4,745.00
Furnishing and Planting Shrubs	7,800 only	2.10	16,380.00
Furnishing and Planting Hedge Plants	3,700 only	0.90	3,330.00
Inorganic Fertilizer, 10-16-8	70 cwt.	5.25	367.50
Manure Fertilizer	240 cu.yds.	6.00	1,440.00
Mulch Material	300 units	15.00	4,500.00
			$40,521.50
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Subtotal		$40,562.50
	10% Engr. & Cont.		4,055.50
	Total		$44,618.00

Length of Project - - - - - - - - - 6.684 Miles
Cost of Project Per Mile - - - - $6,675.34

Federal Funds	$41,000.00
State Funds	3,618.00
	$44,618.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Federal-Aid
Project No. I-5-3(48)145

Oregon State Highway Department

RICE HILL-NORTH OAKLAND JUNCTION SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 8, 1963

Type Code Y005
Roadside Improvement (Sta. 1246+00 to Sta. 1595+00)

Furnishing and Placing Topsoil	3,000 cu.yd.	$ 2.50	$ 7,500.00
Furnishing and Planting Trees	650 only	7.00	4,550.00
Furnishing and Planting Shrubs	7,800 only	3.00	23,400.00
Furnishing and Planting Hedge Plants	3,700 only	1.00	3,700.00
Inorganic Fertilizer, 10-16-8	70 cwt.	5.00	350.00
Manure Fertilizer	240 cu.yd.	5.50	1,320.00
Mulch Material	300 unit	12.50	3,750.00
			$44,570.00
Flagging (57½% of Contractor's Cost)	All Required		$ 50.00

Subtotal	$44,620.00
10% Engr. & Cont.	4,462.00
Total	$49,082.00

Length of Project - - - - - - 6.684 Miles
Cost of Project Per Mile- - - $7,343.20

Federal Funds -	$45,000.00
State Funds -	4,082.00
	$49,082.00

RECEIVED
MAR 19 1963
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon

March 14, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project I-5-3(48)145
Rice Hill - N. Oakland Junction Section
Roadside Improvement

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6225 to Solomon Aichele of Portland, Oregon, low bidder in the amount of $40,512.50 at the March 12, 1963 bid opening.

original To Young
copy To Morgan
3-19-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

10-8307 Milo-Jackson Co. Line Rock 1963
Prod. Proj., Tiller-Trail Hwy.

#6226

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 26, 1963

Section Milo-Jackson County Line

Kind of work Rock Production

Highway Tiller-Trail County Douglas

Section prefix 10-8307

Contractor

Contract number 6226

Date of contract , 19

Specified work days

Date work started , 19

Work days used 0

Project authorization $

Exclusive of engineering $

Per cent of time elapsed 0 %

Estimated cost of completed project, exclusive of engineering $

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost %

Engineering authorization $

Engineering cost to date $ 200.00, 6.7 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						0

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

No activity this week.

This contract awarded to 2nd. low bidder, Beckley and Thomas. New contract book, etc..., not yet rec'd. in this office.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
29 1963

CB

Signed O. B. Jackmond
O. B. Jackmond

Address P.O. Box 1128, Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			21.59		
Miles partially completed			0		
Miles completed			0		
Total estimated quantities (contract)			14,000		
Total quantities corrected to date			14,000		
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Cloudy-Showers		
Thursday	Showers		
Friday	Cloudy		
Saturday			

RECEIVED
APR 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

#307

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
R. L. PORTER

April 25, 1963

Carte Bros. Company
Route 1, Box 222
Myrtle Creek, Oregon

Attention: Mr. Earl Carte

Gentlemen:

On March 20 you wrote to the State Highway Commission stating that you could not accept the Milo-Jackson County Line Rock Production Project on the Tiller-Trail Highway in Douglas County on which you submitted the low bid at $37,240 on March 12, 1963. You also stated that a mistake had been made in your computations and that you had placed a unit price of $2.66 in the proposal, whereas you had intended to bid $3.66.

Your request was carefully investigated and the matter was considered by the State Highway Commission at its meeting today. I am sure you will be glad to know that the Commission accepted your refusal of the contract and ordered that your surety be relieved of its obligation on your 5% bid bond submitted with the proposal.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: Home Indemnity Company
American Bank Building
621 S. W. Morrison Street
Portland, Oregon

Jones Insurance Agency
P. O. Box 11
Myrtle Creek, Oregon

R. L. Porter ✓
L. H. Young

Frank Morgan
R. G. Savage (SIAC)

RECEIVED
APR 26 1963
OFFICE OF
[illegible] ENGINEER

RECEIVED
APR 24 1963

FOR FILING

[illegible]307

6226

3-8

April 23, 1963

Oregon State Highway Commission

Gentlemen:

On March 12 bids were opened on the Milo-Jackson County Line Rock Production Project on the Tiller-Trail Highway in Douglas County. Four bids were received, as follows:

Carte Bros. Company, Myrtle Creek	$37,240.00
Beckley & Thomas Rock Products, Inc., Roseburg	51,520.00
Roseburg Sand & Gravel Company, Roseburg	53,148.00
Southern Oregon Crushing Company, Medford	55,780.00

At the Commission meeting on March 14, the bid of Carte Bros. Company was accepted and the contract was tendered to them. On March 20, a letter was received from the Carte Bros. Company, signed by Earl Carte, in which he said a mistake had been made in their bid and that they could not enter into the contract at the price quoted. He submitted their work sheets and requested that their bid bond be released as their price was based on an arithmetical error.

The Department has carefully examined the data submitted by Carte Bros. Company and there appears to be no question but that an error was made. An examination of the figures rather clearly indicates that they intended to bid $3.66 per cubic yard rather than the $2.66 that they submitted.

It is recommended that Carte Bros. Company bonding company be relieved of their obligation in the matter and that the contract be tendered to the second low bidder. This, from the preceding tabulation, is Beckley & Thomas Rock Products, Inc., who bid $51,520. The Engineer's estimate was $52,500.

This matter will be on the agenda for the April 25 meeting for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young

RLP:ms bbc

RECEIVED
MAR 22 1963
FOR FILING

[illegible]

March 22, 1963

Carte Bros. Company
Route 1, Box 222
Myrtle Creek, Oregon

Attention: Mr. Earl Carte

Gentlemen:

In this morning's mail we received your letter of March 20 stating that you had made a mistake in putting down the unit bid items in your proposal for the Milo-Jackson County Line Rock Production Project in Douglas County, on which project bids were received March 12.

You state that by mistake you placed the figure of $2.66 per cubic yard in the proposal, whereas it should have been $3.66.

I am forwarding your letter and the work sheets attached to it to Mr. Forrest Cooper, State Highway Engineer, for investigation. When a decision has been reached I will let you know. The next Highway Commission meeting is scheduled for April 25, and a final decision may not be reached before that time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Forrest Cooper

Carte Bros. Co.

Myrtle Creek Ore.

3/20/63

State Highway Comm.

Gentlemen

Recently we bid on rock production project on Tiller trail highway, section Milo-Jackson county line.

In puting the figures down on paper, I mistakenly put the following figures as follows, $2.66 per yard and should have been $3.66 per yd.

I figured my haul,blasting and crushing, however I did not figure the total amount bid at $3.66 per yd, and in writing the price int the bid form I put the $2.66 and then totaled the gross amount.

This mistake was not detected untill we were notified of the bid results.

We are A very small company and to loose our bid deposit would be quite notiseable and to go ahead and do the project would be even worse.

If their is any way you can help us to either get more for the job or be relieved of our obligation,it would be appreciated very,very much,We could break even at$3.16 per yd. and would be happy to do the job for that,However,please do the best you can and we will abide by your decision.

Inclosed is the work sheets showing our estimate was $3.66 and for some reason or another unknowen to me I put $2.66.

[illegible] COMMISSION

Yours truly

Carte Bros Co.

Earl Carte

RECEIVED
MAR 21 1963

FOR FILING
1-307

6226

Salem 10, Oregon
March 21, 1963

Carte Bros. Company

MEMO TO FILES

On Tuesday, March 19, Mr. Carte of Carte Brothers Company, Myrtle Creek, came into my office concerning the contract awarded to them on March 14 for rock production on the Tiller-Trail Highway about 17 miles east of Canyonville.

Carte Brothers bid $37,240. The next low bid was made by Beckley and Thomas Rock Products, Inc., for $51,520. Mr. Carte stated that he had made a mistake in transferring figures from his worksheet to the proposal form and had put down $2.66 per cubic yard, whereas he had intended to bid $3.66 per cubic yard. He indicated that his price was too low and he would submit a letter stating he did not wish to accept the contract.

Floyd Query, Secretary

FQ:fkn

cc Forrest Cooper

RECEIVED
MAR 15 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6226

March 14, 1963

Carte Bros. Company
Route 1, Box 222
Myrtle Creek, Oregon

Gentlemen:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6226 for the following project:

Milo-Jackson County Line Rock Production
Project on Tiller-Trail Highway in Douglas
County

This award was based on your low bid of $37,240.00 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIC)

10-8308 Coos Co. Line-Camas Valley Rock 1963
Prod. Proj., Coos Bay-Roseburg
#6227 Hwy.

RECEIVED
JUL 1 2 1963

FOR FILING

12-23-07

6227

July 11, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #6227 awarded to Beckley & Thomas Rock Products, Inc., for the Coos County Line-Camas Valley Rock Production Project on the Coos Bay-Roseburg Highway in Douglas County was completed on May 28, 1963, and accepted by the Highway Commission on June 10, 1963.

Final payment, in the amount of $848.10 will be released to the contractor after July 18, 1963. The total contract amount is $23,975.60. No work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Beckley & Thomas Rock Products, Inc.,
1494 NE Stevens
Roseburg, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 15, 1963

Section Coos County Line - Camas Valley

Highway Coos Bay-Roseburg County Douglas

Contractor Beckley & Thomas Rock Products, Inc

Date of contract March 14, 1963, 19

Date work started March 14, 1963, 19

Project authorization . . . . . $ 26,865.00

Exclusive of engineering . . . . $ 24,954.60

Kind of work Rock Production

Section prefix 10 - 8308

Contract number 6227

Specified work days 50

Work days used 31

Per cent of time elapsed 62% %

Estimated cost of completed project, exclusive of engineering . . . . $ 23,808.78

Estimated per cent [illegible] underrun . . . . . . 4.12 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . . $ 1,910.40

Engineering cost to date $ 1,950.42, 102.1 %

Date project was completed May 28, 1963, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-------	--------	-------	--------	------	--------	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final Estimate submitted to the Division Office on Wednesday, June 12, 1963.

Final Report.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JUN 17 1963
NOTED ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

BOBBY D. JOHNSON
P. O. BOX 374
COQUILLE, OREGON

Signed Roy H. Stein
by Roy H. Stein, Asst. Resident Engineer

Address P.O. Box 374, Coquille, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			6,000 CuYd		
Total quantities corrected to date			6,011.7 CuYd		
Estimated quantities moved or placed to date			"		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
MAR 15 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6227

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

Beckley & Thomas Rock Products
1494 N. E. Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6227 for the following project:

Coos County Line-Camas Valley Rock
Production Project on Coos Bay-Roseburg
Highway in Douglas County

This award was based on your low bid of $23,880.00 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

13-8318 Buchanan Spring-Juntura Rock 1963
Prod. Proj., Central Oregon Hwy.
#6228

RECEIVED
AUG 30 1963

FOR FILING

[illegible]

6228

August 30, 1963

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On August 16, 1963, we wrote to you concerning release of final payment on contract #6228, awarded to C. E. Leseberg, for rock production on the Buchanan Spring-Juntura Section of the Central Oregon Highway in Harney-Malheur Counties.

Final payment on this contract is $1,552.52 and the total contract amount is $32,792.22. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
AUG 15 1963

FOR FILING

13-5318

6228

August 14, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 25 on Contract No. 6228. The contract was with C. E. [illegible] and was for rock production on the Buchanan Spring-Juntura Section of the Central Oregon Highway in Harney and Malheur Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 14, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

FINAL

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 2, 1963

Section Buchanan Spring - Juntura

Kind of work Rock Production

Highway Central Oregon County Harney-Malheur

Section prefix 13-8318

Contractor C. E. Leseberg

Contract number 6228

Date of contract March 14, 1963

Specified work days 60

Date work started April 4, 1963

Work days used 61

Project authorization $ 34,931.25

Exclusive of engineering $ 32,447.25

Per cent of time elapsed 101.7 %

Estimated cost of completed project, exclusive of engineering $ 32,792.22

Estimated per cent overrun oXXXXXXX 1.50 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2,484.00

Engineering cost to date $ 2,662.32, 107.2 %

Date project was completed July 25, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed final cleanup and removal of his equipment on Thursday this week.

The Survey Party remeasured stockpiles on Monday and the Office Crew submitted the semi final on Thursday this week.

Mr. Coulter visited this office on Thursday.

NOTED
[illegible]

CONSTRUCTION DIVISION
[illegible]
AUG 5 1963

Signed E S Thompson
E.S. Thompson, Resident Engineer

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,000		
Total quantities corrected to date			10,564.55		
Estimated quantities moved or placed to date			10,564.55		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			5		
Men			4		
Supervision					
Men and trucks under 3 tons			1		
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ....1...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
MAR 15 1963
FOR FILING

COMMISSIONERS
GLENN [illegible]
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

Mr. C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon

Dear Mr. Leseberg:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6220 for the following project:

Buchanan Spring-Juntura Rock Production
Project on Central Oregon Highway in
Harney & Malheur Counties

This award was based on your low bid of $31,050.00 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

18-1002 Midland-Worden Sec., The Dalles-1963
California Hwy. (Pav. & Guardrail)
#6229

RECEIVED
SEP 26 1963
FOR FILING

18-10[illegible]

[illegible]

September 26, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On August 16, 1963, we wrote to you concerning release of final payment on contract #6229, awarded to Rogue River Paving Co. Inc., for paving the Midland-Worden Section of The Dalles-California Highway in Klamath County.

Final payment on this contract is $3,962.53 and the total contract amount is $134,235.20, including $2,150.94 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Rogue River Paving Co. Inc.,
P. O. Box 942
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 15 1963
FOR FILING

18-11-2

6229

August 14, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 2 on Contract No. 6229. The contract was with Rogue River Paving Company, Inc., and was for paving and guardrail on the Midland-Worden Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 13, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 10, 19 63

Section Midland - Worden

Highway The Dalles-Calif. County Klamath

Contractor Rogue River Paving Co., Inc.

Date of contract March 15, 19 63

Date work started April 8, 19 63

Project authorization $ 157,984.20

Exclusive of engineering $ 146,749.77

Kind of work Paving and Guard Rail

Section prefix 18-1002

Contract number 6229

Specified work days 70

Work days used 70

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 134,235.60

Estimated per cent overrun or underrun 8.17 Underrun %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 11,234.43

Engineering cost to date $ 10,847.94, 96.56 %

Date project was completed August 2, 19 63

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	-	-	-	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate for this project completed Friday. Will be submitted to Division Office first of next week.

FINAL REPORT

Completion date: August 2, 1963.

CONSTRUCTION DIVISION
RECEIVED
AUG 12 1963

NOTED

Signed W. Reid Merritt

Address P.O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					5.10
Miles partially completed					5.10
Miles completed					5.10
Total estimated quantities (contract)					9,280 Tons
Total quantities corrected to date					8,746.27 Tons
Estimated quantities moved or placed to date					8,746.27 Tons
Average daily quantities					0 Tons
Average daily quantities necessary to complete project on time					0 Tons
Number shifts per day					0
Hours per shift					0
Average force on project for week					0

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Fair		
Friday	Pt. Cloudy		
Saturday			

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Relations Office

Phone 364-2171
Extension 1501

63-19-Se

FOR IMMEDIATE RELEASE January 29, 1963

Five miles of new guardrail will be constructed along The Dalles-California Highway (US97) south of Klamath Falls to lessen the danger presented by a canal which borders the highway, it was announced today by Forrest Cooper, State Highway Engineer.

Cooper said the guardrail would be placed on the east side of the highway between the communities of Midland and Worden. It is between these two communities that accidents have resulted in motorists driving off the highway and into the canal.

The new guardrail will be installed at a point starting approximately four miles north of the California state line and will continue five miles north of that location.

It is also contemplated to construct an overlay on the pavement to smooth and widen the traveled surface.

A contract on this project will be awarded prior to the forthcoming construction season, Cooper said. It will cost an estimated $150,000.

RECEIVED
JAN 14 1963

FOR FILING

6231

January 11, 1963

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem 10, Oregon

Dear Mr. Nunn:

The accidents referred to by Mrs. Beeney of Klamath Falls in her letter to Governor Hatfield probably are those which records indicate took place December 20 and December 24, 1962.

The State Police report on the December 20 accident shows that it occurred at 4:45 a.m. about 1.9 miles north of the Worden Post Office. A 1962 Volkswagen, driven by Mrs. Blanch McCullen, was northbound through heavy fog and on icy pavement. The car skidded out of control, left the road, and plunged into several feet of water in an adjacent canal. Mrs. McCullen died in the accident, but a passenger, her son, received no injuries.

The December 24 accident took place 0.3 mile south of the McCullen crash. The hood of a car driven by Richard Williams opened, obscuring his vision and resulting in loss of control of the car which plunged into the canal mentioned above. Mr. Williams' wife, Rosemary, died although according to the Klamath Falls Herald and News, the car floated for some time after entering the canal. It seems she resisted Williams' efforts to remove her from the car and he went for assistance, leaving her in the vehicle which sank.

The highway at the scene of both accidents is two-lane, straight, virtually level, and has sight posts at 400-foot intervals. A project to install guardrail on the shoulder of the highway adjacent to the canal is ready to contract just as soon as funds are available. We hope it can be done during this season.

A draft of a suggested reply to Mrs. Beeney is enclosed.

Very truly yours,

H. L. Porter
Acting State Highway Engineer

bc Forrest Cooper
Lloyd P. Shaw
Victor D. Wolfe

enc.
LPS:ajw ms

RECEIVED
JAN 16 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
January 10, 1963

SUBJECT: Vehicle Accident -
Dalles-Calif. Hwy.-
M. P. 286.7

To: Mr. I. A. DeFrance
Maintenance Engr.
Salem, Oregon

Attn: John Phillips

A single vehicle accident occurred on the Dalles-California Highway on December 24th, 1962, in which the driver, Blanche A. McCulien, lost her life. The accident occurred approximately 4:45 A.M. at Mile Point 286.7.

According to reports, the car involved skidded off the highway and into the irrigation canal on the easterly side. News reports of the accident stated that the passenger in the vehicle, Thomas Henry McCulien, stated that they were traveling north and that the car went into a skid just after meeting a bus.

The accident happened on the section of the highway on which the shoulders were widened and oiled last summer. Sight posts of the corrugated metal reflective type were set on the edges at the standard distance of 500 feet. The weather was foggy, the Klamath Valley had laid under a heavy fog for four days. Temperature was about ten degrees and the Keno crew had spread salt and calcium chloride over this section at midnight on the night of the accident, and, when informed of the accident, they spread sand over the section involved. Sam Wilkins, Foreman, informs me that, in his judgement, the pavement was not icy. That the salt and calcium chloride had worked to effectively remove the ice. The pavement was, of course, wet and in the glare of headlights probably looked icy.

The bus driver told our men that as the McCulien vehicle approached, it looked to him as if its course was erratic and that the vehicle was back and forth across the highway.

S. P. Jones
Dist.Maint. Supt.

NOTED
TOM EDWARDS

SPJ:mlr

RECEIVED
JAN 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
J. A. PHILLIPS

RECEIVED
JAN 15 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1963

SUBJECT: Hazardous Conditions US 97 South of Klamath Falls

To: Memo to the file

In regard to queries on subject section a search has been made of the files with the following results:

Accidents on subject section have been primarily between MP 282.88 and 287.93 with the canal on the east side being particularly dangerous. This section had the shoulders widened and oiled by State forces in 1962 and an overlay (1 1/2" x 30') has been requested on the 1963 State construction projects. In 1961 Mr. Swift sent in a report and straight line sketch showing guard rail needed for this section. His report indicates a canal or ditch on the east side averaging 30 feet wide and 12 feet deep--the westerly side is a swampy area with about half of the distance being open water one to two feet deep. Guard rail was indicated for practically the full length, both sides, with a primary need for 25,700 feet along the east side, this being the area of the deep water and of the major accidents.

A revised estimate for the guard rail on the east side only, 25,700 feet would be $80,000. The overlay, 5.05 miles 1 1/2" AC 30' wide was estimated at $90,000.

F. D. Morgan
Construction Engineer

By

ADOlson
A. D. Olson
Asst. Chief Locating Engineer

NOTED
LLOYD P. SHAW

RECEIVED
JAN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

ADO:jd
cc: Lloyd P. Shaw
I. A. DeFrance

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 9, 1963

SUBJECT: Complaint re: Hazardous
Condition of US 97 South
of Klamath Falls.
Letter from Mrs. Buney

To:
Lloyd Shaw
Ass't. State Hwy. Engineer
BUILDING

As near as can be determined from the description in Mrs. Buney's letter, the fatal accidents she refers to are as follows:

Accident 12-20-62 M. P. 286.70 US 97
Killed: Mrs. Blanche A. McCullen
Injured: Thomas H. McCullen, son (shock)

Mrs. McCullen apparently went into a skid on icy surface after passing a bus, went over the bank and into the irrigation canal. Death may have been due to drowning. Copies of the State Police report with sketch and of a newspaper clipping are attached.

Accident 12-24-62 M. P. 289.00 US 97
Killed: Mrs. Rosemary T. Williams
Injured: Richard Williams (shock)

Reported M.P. may be
in error — probably
at 287.00. This
from Barbee.

The hood of Williams' car blew open, obscuring his vision and he went off the highway into the canal. Attached is a copy of a newspaper clipping and a State Police teletype.

Both vehicles were northbound and went off the highway into the deep irrigation canal on the east side. There is no guard rail on either side of the highway at these points.

This section of The Dalles-California highway was the subject of a complaint from State Senator Harry Bo~~w~~ivan in April, 1961, (Mr. Stephenson's assignment No. 1065) and another complaint from the Editor of the Klamath Falls Herald and News in March, 1962 (Mr. Edward's assignment No. 177). The Main Office file on these two complaints is attached.

D. M. S. Jones reports that this section of highway is rarely sanded because it is a flat tangent. There are sight posts on both sides of the highway at approximately 400 foot intervals.

During 1962, the shoulders were widened to four feet on both sides from M.P. 282.90 to M.P. 287.90 and oiled at a total cost of approximately $21,000. Guard rail has apparently not been programmed due to lack of funds.

I am returning your copy of Mrs. Buney's letter.

John A. Phillips

John A. Phillips
Assistant Maintenance Engineer

JAP/nf
Enclosures
cc. Tom Edwards
Dean Swift
S. P. Jones

KFMBNM
KFL BND CON 52 1-9-63 4:45

S P JONES

INFO TO WARFIELD

PLS ADVS MP OF WILLIAMS ACCIDENT 12-24-62 SOUTH OF K FALLS.

00X8/ POLICE TT INDICATES MP 289.00 WHICH IS SOUTH OF AREA PLANNED FOR GUARD RAIL.

REPLY

XOKBX .
OLSON
DB(°.?,.

CON BND KFL 37 1/9/63 4:55 PM

OLSON

INFO TO WARFIELD

RE TT MESSAGE 52, THREXXTHERE WAS A MISTAKE ON THE TT, THE M P SHOULD READ 287 INSTEAD OF 289.00 ON DALLES CALIF.

S P JONES

MLR :,.?,.

Hiway

12/27-1962

Governor Hatfield
I'm Writing you In regard
to a death hazard we have
here it is out of Klamath F.
on highway 97. it is a Canal
it is from 12 to 10 feet deep
stands full of water and the
road is narrow and gets
awful slick in the winter
And it is no bed of roses
to travel by in the summer
I've seen the water up to
the Edge of the highway
Not even a guard rail
are nothing to check a Car
Now in the last two
weeks they have been 2
women lost their lives
there

by drowning in that
death traps. please do
some thing about it. the
young Woman was Expec-
ting here baby. now how
would you liked for that
to been your Wife. and
one little Boy seen his
Mother go the same Way
now this has been going
on for years, people loseing
their lives there and
it is All uncalled for
Want you do something
About It. now for it is
Winter and maby it Will
save lives. Why put a
Canal by the High way
it should be railed.

If I ever seen a Deathtrap
out in plain view this
is, the Canal on one side
And if you go off on the
other side you belly in
a mud pudle. No Wonder
the Californians make
fun of the roads in Oregon
they say if you want to
Commit Suicide just go
Across the line for Oregon
has a Death trap Waiting
And it is just on this
side it can be changed
And it must be please
Thank you
Mrs. Beeney
644 Owens St.
Klamath falls
Oreg.

Form 6

255.61
256.07
1.44

286.7
275.51
11.2

VEHICLE ACCIDENT REPORT

☒ Fatal ☐ Non-fatal

OREGON STATE POLICE

County Klamath

Date December 21, 1962

Location Rt. 97 MP 286.7

Date 12-20-62

Time 4:45 AM

Vehicle No. 1—

N Record

Make	Type	License	Direction of Travel	Stated Speed
1962 Volkswagen	coach	Calif. YEH161	North	Unknown

Name and Address of Operator	Age	Operators License
(K) Mc CULLEN, Blanche Annabelle, 1919 Cedar St. Bakersfield, Calif.	47	Calif. Y1324808

Name and Address of Owner

Vehicle No. 2—

Make	Type	License	Direction of Travel	Stated Speed

Name and Address of Operator	Age	Operators License

Name and Address of Owner

Vehicle No. 3—

Make	Type	License	Direction of Travel	Stated Speed

Name and Address of Operator	Age	Operators License

Name and Address of Owner

Pedestrian

Name and Address	Age

Passengers

Name and Address	In Vehicle	Age
MC Cullen, Thomas Henry Same		16

WITNESSES

None
Name and Address

NARRATIVE

Writer arrived at the scene of accident at 5:30 AM. The highway surface was very icy and there was a heavy ground fog with visibility very poor. The vehicle had been traveling north on Rt 97 and apparently started skidding on the ice and went over embankment on the right side of the highway and flipped over and into a deep diversion canal that borders the highway. The vehicle was submerged with the exception of the tip of the left wheels. Upon the writers arrival there was no one around the vehicle and it was determined later that the passenger was able to get out of the vehicle but was unable to find his Mother the operator. The passenger received no injuries but was in shock for sometime.

STATEMENTS

Passenger, MC Cullen, Thomas Henry stated in substance that they had been traveling north and the vehicle started to skid and went over the bank into the canal. He was able to get out and stop some traffic but they could not find his Mother.

ACTION TAKEN

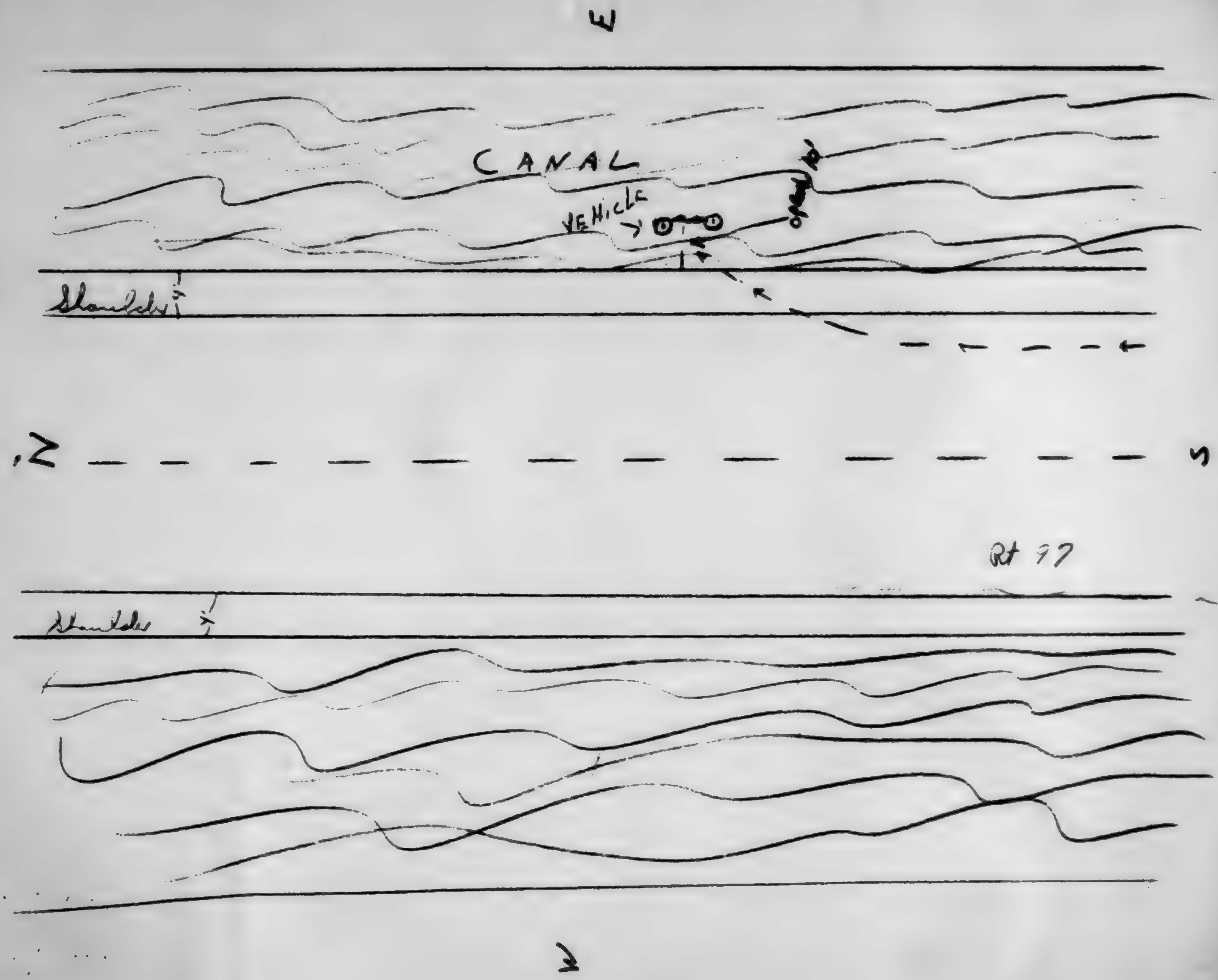
Wrecker was summoned and the vehicle was finally raised from the water and the deceased was found lying in the back seat. Deputy coroner Felix Pease arrived and took charge of the body. Teletype OSH MFD MVR was sent by Sgt. Lattin at 10:16 AM.

Indicate before name:
(I)—Injured
(K)—Killed

Attach
Diagram

John V. Turben, TPO
Officer

State Printing 226-56


E
CANAL
VEHICLE
open 10'
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N
S
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Shoulder
4'
W

OREGON
Allen's
PRESS CLIPPING BUREAU
Established 1888
Blanche A. McCullen
PORTLAND
Seattle
San Francisco - Los Angeles

Klamath Falls, Oregon
Herald and News
(Cir. D. 14,228 - S. 14,647)

DEC 20 1962

5051

Woman Dies In Car Flip

A California woman was killed early Thursday morning when the northbound car she was driving skidded out of control and turned over in the canal on U.S. Highway 97 three miles north of Worden.

Mrs. Blanche A. McCullen, 47, 1919 Cedar Street, Bakersfield, Calif., was found in the back seat when the state police lifted the car out of the canal. She was a possible drowning victim.

Her son, Tom McCullen, 16, who was in the car with her was taken to Klamath Valley Hospital by a passing motorist. The youth is suffering from shock.

Police report the McCullen vehicle started skidding on the highway after a bus passed. The car crashed into the canal and flipped over. The boy apparently climbed out through a window.

The youth flagged down a passing vehicle and with the help of the occupant started to search for his mother. When Mrs. McCullen couldn't be located, the motorist took the boy to the hospital.

OREGON
Allen's
PRESS CLIPPING BUREAU
Established 1888
Rosemary Williams
PORTLAND
Seattle
San Francisco - Los Angeles

Klamath Falls, Oregon
Herald and News
(Cir. D. 14,225 - S. 14,647)

DEC 26 1962

5051

Holiday Accidents Claim Three Here

Three people were killed in two one-car vehicular accidents near Klamath Falls Christmas Eve, adding to the 640 victims whose lives were claimed in traffic accidents on the nation's highways during the Yuletide weekend.

The victims were Rosemary Williams, 19, Seattle, who perished when the automobile in which she was a passenger went off the road into 10 feet of water in the canal on the east side of Highway 97, and A.1.C. Gerald Emmett Kendall, 23, Kingsley Field, and Mary Alice Sakach, 17, 3153 Diamond Street, Klamath Falls, who were killed when the car in which they were riding went out of control and turned over on Lakeshore Drive.

About 4:05 p.m. Monday Richard Williams, 22, Seattle, accompanied by his wife, Rosemary, was driving northbound on Highway 97, approximately 12 miles south of Klamath Falls, when the hood of his automobile was blown open, obscuring his vision.

The vehicle went off the road and into the canal where it floated for some time, Williams told police. In the meantime, his wife was screaming and struggling so violently that Williams could not remove her from the automobile, the latter later told police. When he was unable to take her from the car, Williams left to seek assistance.

Soon after, a skindiver heard a radio report of the accident and went to the scene where he helped remove the vehicle from the [illegible]

Richard Williams was taken to the Klamath Valley Hospital in a state of shock.

[illegible] three hours later, Air[illegible], accompanied by [illegible], was driving his [illegible] along Lakeshore Drive when the car went off the south side of the highway, struck an embankment, and veered into a ditch. It struck a driveway, flipping both occupants from the car, and then turned end over end, finally coming to a stop on its top about 171 feet from where it left the highway.

The victims were taken by Peace Ambulance to Klamath Valley Hospital, where Kendall was pronounced dead on arrival. Miss Sakach died of injuries she received in the accident at 7:35 a.m. the following day.

Funeral arrangements are being conducted by Ward's Klamath Funeral Home, 925 High Street.

The body of Mrs. Williams is at O'Hair's Memorial Chapel pending its removal to Seattle for final rites.

3168 750p

TRF TRF

ABDS
OSH MVR MFO KFO 184 7-16PM 12-24-62

SP HEADQUARTERS, SALEM
MVR SALEM
SP MEDFORD

FATAL AUTO ACCIDENT INFO.

4-00PM , 12-24-62, KLAMATH COUNTY, US RT 97. MP 289. DEAD, ROSEMARY TRESSA WILLIAMS, 19 YEARS OF 1216. N.E. 130TH ST. SEATTLE, WASHINGTON.

SP KLAMATH FALLS
STAV

RECEIVED
[illegible] 1962
FOR FILING

18-1002

-6-59

March 27, 1962

1665
199

Mr. Floyd L. Wynne
Executive Editor
Herald and News
Box 941
Klamath Falls, Oregon

Dear Mr. Wynne:

Reply is made to your letter of March 8th concerning the hazardous condition brought about by the high water in the Klamath Irrigation District's canals adjacent to The Dalles-California Highway, between Midland and Worden.

Without going into intensive research, it is my recollection that this road was originally constructed by Klamath County and that the right of way acquisition required that the Klamath Irrigation District be permitted to use the borrow pits excavated in the original construction of the road as an irrigation canal. Unfortunately, there was no control, to the best of my recollection, of the elevation to which the water could be raised. The road was later taken over as a state highway and has been improved and widened by the State Highway Commission.

This matter was brought to our attention last year, and at that time we agreed to take such protective measures as our limited maintenance budget would permit. Unfortunately, we were unable to get the work completed. You may rest assured that we will attempt its completion this year. Installation of guardrail throughout the entire length cannot be financed in our present budget, but we will attempt to improve the shoulder and install sight posts.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Forrest Cooper
G. S. Paxson
I. A. DeFrance

FORM E-30 50M 9-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1962

SUBJECT: Assign. #177-TE - Hazardous Condition, US 97 Between Klamath Falls and Dorris

To:

Tom Edwards
Assistant State Highway Engineer

Building

Attached is your Record of Assignment No. 177 relative to the hazardous condition of US 97 between Klamath Falls and Dorris. This condition was investigated last year in April as the result of a complaint by State Senator Harry Boivin of Klamath Falls.

In a report dated April 13, 1961, Mr. Swift recommended that the shoulders be brought up to grade and a guard rail installed on a 5-mile section of the highway paralleling the open ditch at a cost of $77,230. Mr. Williams, in a letter to Honorable Harry Bovin dated April 19, 1961, promised to repair the shoulders and install sight posts. For some reason this work was not done.

Upon receipt of your assignment we requested an estimate of cost and attach a copy of Mr. Warfield's letter of March 22, 1962. Mr. Warfield estimates that the addition of base rock and leveling of the shoulders on the 5-mile section will cost $11,200, oiling the shoulders $11,400, and installation of sight posts $1400.

With your approval we will issue an extra gang work order covering the addition of base rock to bring the shoulders up to grade and a minor betterment work order to cover the cost of installing the sight posts.

IADeFrance

I. A. DeFrance
Maintenance Engineer

IAD:je
Enclosure

FORM E-30X 50M 7-60 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
March 29, 1962
SUBJECT:

To:

Mr. I. A. DeFrance
Maintenance & Equipment Engineer
Oregon State Highway Department
Salem, Oregon

I have gone over the proposed shoulder widening and sight post installation on The Dalles-California Highway, south of Klamath Falls, with Jones and find the following. The widening necessary would start at mile point 282.89 and go to mile point 287.93 for a total of 5.06 miles. We have some quarry run rock and approximately 1,000 yards of screen rejects available and our Stukel Mountain Quarry, which would be a nine mile dead haul to the north end of the proposed widening. We have some oil rock available at our quarry 1.9 miles northwesterly from the Green Springs Junction and can buy additional from Miller's. This would be a dead haul of 7.3 miles for oil rock.

We also have a cinder pit west of Worden which would be approximately four miles dead haul to the south end of the job. We could probably use cinders for the base of the shoulders but could not save too much since there would be considerable stripping necessary on the cinder pit. I am attaching an estimate of cost for this work in the amount of $26,400.00. The base rock is based on a five foot top on our shoulders with an average fill of .8 at the outside. In some places we could probably get a little additional width but in some others it will be all we can do to get five feet. The prime is based on a .5 shot of emulsion to be covered with oil aggregate. The estimate for the oiling is based on a 0-7 oil mat, which is about the least we can use without excessive maintenance. The estimate for the sight posts is based on posts opposite each other at intervals of 300 feet, which is our latest standards.

We probably could do this work sometime this Summer with our section crew if funds are available. We have none to transfer.

L. H. Warfield
Assistant Division Engineer

LHW/pp

cc: S. P. Jones

Item	Quantity	Allowance	Total	Price	Amount
Base Rock	5,100 cy	500	5,600	2.00	11,200.00
Emulsion	61 Tons	9	70	50.00	3,500.00
200-300 Asphalt	48 Tons	7	55	50.00	2,750.00
Binder Cover	300 cy	30	330	5.00	1,650.00
Aggregate	620 cy	80	700	5.00	3,500.00
Metal Sight Posts	180 each	20	200	7.00	1,400.00
					24,000.00
		+ 10% Contingencies			2,400.00
					26,400.00

HERALD AND NEWS
BOX 941
KLAMATH FALLS, OREGON

REFERRED TO
Mr. Edwards

March 8, 1962

Mr. Forrest Cooper,
State Highway Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Cooper:

A hazardous highway condition has been called to our attention by a number of persons, and we would appreciate your consideration of it.

The condition exists on US Highway 97 between Klamath Falls and Dorris. Water in the irrigation canals along this highway have been allowed to rise to the point where they are virtually level with the highway.

There is traffic space for only slightly more than two lanes of traffic, and any mishap would throw motorists into a 12 foot deep canal of water.

There have been a number of instances over the past years where motorists have gone into this canal, and in more than one instance where they have lost their lives.

I have contacted Mr. Jones at the maintenance department here, and he tells me that he concurs in the hazardous nature of this stretch of highway, but that it is a matter that must be settled between the Highway Department and the Reclamation Bureau.

If something cannot be done to force the lowering of the irrigation water in this canal, then something should be done about putting up some type of guard rail to protect the motorists.

We have had complaints of this stretch of highway from a number of people, both tourists and residents of Northern California who come to Klamath Falls. With our desire to increase tourist travel and interstate trade, it might be well if we could do something about this ill-famed stretch.

I would appreciate your consideration in this matter.

Sincerely,
Floyd L. Wynne
Floyd L. Wynne
Executive Editor

Paxson

Crandall

RECEIVED
MAR 29 1962
FOR F
[illegible]
[illegible]

Salem, Oregon
March 27, 1962

Mr. I. A. DeFrance
Maintenance Engineer

Please proceed to shape up the shoulders on the Midland-Worden Section of The Dalles-California Highway and to install the sight posts. After this is done, please take another look at the budget to determine if these shoulders can be oiled.

I note also that Mr. Williams' letter to Harry Boivin under date of April 19, 1961 carried copies to both yourself and Mr. Swift. I am at a loss to explain the reason that this work was not accomplished. Please set up a file to which you may refer from time to time to insure that these omissions do not occur.

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Forrest Cooper
G. S. Paxson

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APR 24 1961
FOR FILING

[illegible]

10227

1065

April 19, 1961

Hon. Harry Boivin
Oregon State Senate
Capitol Building
Salem, Oregon

Dear Senator Boivin:

Recently you handed a letter, sent by Hon. Al Ullman to Mr. George Kenna of Klamath Falls, to Mr. Ralph Sipprell to obtain information in regard to Highway ~~99~~ 97 south of Klamath Falls.

We have had this particular section of highway investigated and the estimates of cost to reconstruct have been reviewed. We have decided to help the situation by rebuilding the shoulders for a distance of about five miles where the highway is paralleled by the canal. At the same time, we will place sight posts along the edges of the shoulders to delineate them. The only other way would be a major reconstruction job which would cost more money than we have available.

Thank you for your interest in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. P. M. Stephenson
Mr. Ralph Sipprell
Mr. I. A. DeFrance
Mr. Dean Swift
PMS:er ms

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APR 20 1961

FORM C-36 50M 7-60 29395

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1961

SUBJECT: Assignment #1065-PMS
Condition of US 97
South of Klamath Falls

To:

1065 P. M. Stephenson
Assistant State Highway Engineer

You have a copy of Mr. Swift's report of the traffiz hazard where The Dalles-California Highway parallels an irrigation ditch between Midland and Worden. Mr. Swift confirms the hazard and recommends the improvement of the shoulders and the construction of five miles of guard fence estimated to cost $77,230.

We do not have funds readily available to do this work and we recommend, as a temporary measure, that we level up and oil the shoulders and place sight posts at this time, and consider the construction of a type 1 or type 2 fence next year.

If this is agreeable, we will schedule the leveling up and oiling of shoulders for this year's performance.

I. A. DeFrance
I. A. DeFrance
Maintenance Engineer

IAD:je-ib

CC: Dean Swift
S. P. Jones

APPROVED 4-19-61
PMS
Assistant State Highway Engineer

NOTED
P. M. STEPHENSON

RECEIVED
APR 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90X—37,500—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

April 13, 1961

SUBJECT: Assignment #1065 - PMS
US 97 South of Klamath Falls

To:
Mr. I. A. DeFrance
Maintenance Engineer
State Highway Department
Salem, Oregon

Attention: Mr. John A. Phillips

In reply to your assignment No. 1065-PMS. The portion of The Dalles-California Highway referred to by Mr. Kanna lies between Midland and Worden. The highway here for a distance of 4.9 miles is paralled on the easterly side by an open ditch averaging 30 feet wide and 12 feet deep, which is usually full of water and is against the highway shoulder. This ditch, as near as I can determine, is used both as a drain and irrigation canal. The shoulder width in this section is 6 feet.

On the westerly side between the highway and the Southern Pacific Railroad is a swampy area with about one-half of the distance given above being open water, one to two feet in depth.

Mr. Kanna is right in stating this is a hazard, as we have had people in this canal. The shoulders average 0.75 of a foot low six feet from the edge of the oil mat.

I would recommend that these shoulders be brought up and a guard rail installed where we are adjacent to the deep water. I am enclosing a straight line chart showing portion where guard rail is needed. The estimate given below is for guard rail on the east side only as that is where the deeper water is:

25,700 lin. ft. guard rail @ $2.50 in place	$ 64,250.00
Haul and place material on shoulders 2,200 cu. yd. @ $2.00	4,400.00
Total	68,650.00
Contingencies	8,580.00
	$ 77,230.00

DEAN SWIFT
Division Engineer

DS:me
Encl.
cc: Mr. P. M. Stephenson
Mr. S. P. Jones

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APR 14 1961
OREGON
STATE HIGHWAY COMMISSION

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APR 6, 1961
FOR FILING

6-1002

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1961

SUBJECT: Assignment #1065-PMS
Complaint of Highway Condition
US 97 south of Klamath Falls
George Kanna

To:

Mr. Dean Swift
Division Engineer

Attached is a copy of a letter from Mr. George Kanna, 2551 Montelius, Klamath Falls, Oregon, addressed to Hon. Harry Boivin, State Senate, Salem, complaining of the poor condition of The Dalles-California Highway, U.S. Route 97, between Klamath Falls and the California State Line.

Kindly have this complaint investigated and favor us with a report and recommendation as soon as possible so that Mr. Stephenson may reply promptly to State Senator H. D. Boivin.

ORIGINAL SIGNED BY J. A. PHILLIPS

John A. Phillips
Assistant Maintenance Engineer

JAP:jre
Encl.

cc: P. M. Stephenson ✓
S. P. Jones

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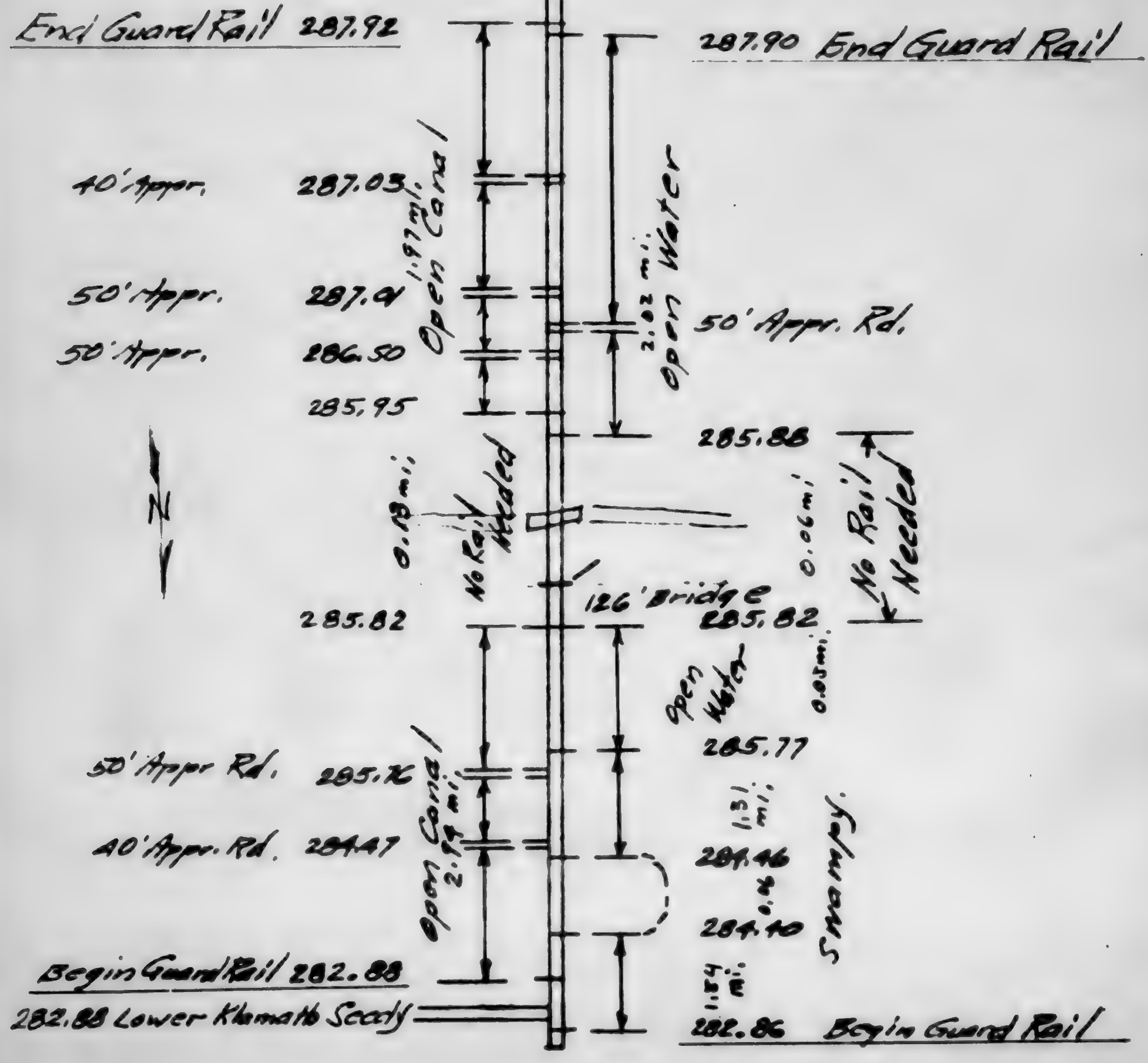
APR 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

THE DALLES-CALIF. HWY

East Side 4.91 mi. =
25,925 lin. ft.
Less Apprs. 230
25,695 lin. ft.

West Side 4.92 mi. =
25,978 lin ft.
less Appr 50
25,928 lin ft.



Klamath Falls Ore
Mar 25-1961

Hon Harry Boivin
State Senate
Salem Ore
Dear Mr Boivin

Since I had not the pleasure of Meeting you in person I have a small complaint I am enclosing a letter from Hon Al Ullman Concerning Our route 97 South is in bad Condition So of Klamath falls along the Irrigation Canal since there are a Drainage & Irrigation Canal it is a Hassard in the Winter not Much better in the Summer and we had several trucks and Cars wind up in the Canal,

Since we have lot of tourist's Coming to Klamath falls we would like to have them Come back and tell other people what a good road we have

South of Klamath Falls.

I had occasions to talk to several by chance and they sure didnt like that part of the road,

We have all our children in Calif and working there they also heard complaints: one is in San Diego - one in L.A. one in Hanford Calif

It would give a few jobs - of course since I work on Heavy Cont I am Employed at this date by the pipe - line.

We have been in Klamath Falls since 1956 and hope to live here

Hope you can get some action from the State

Yours Very Truly
George Kanna
2551 Montelius
Klamath Falls
Ore

18-8331 Hager-California State Line 1963
Rock Prod. Proj., Klamath Falls-
#6230 Malin Hwy.

RECEIVED
NOV 21 1963

FOR FILING

[illegible]

6230

November 20, 1963

Standard Accident Insurance Co.,
Detroit 32
Michigan

Gentlemen:

Contract #6230 awarded to Geo. R. Stacy Co., for the Hager-California State Line Rock Production Project on the Klamath Falls-Malin Highway in Klamath County was completed on September 13, 1963, and accepted by the Highway Commission on November 19, 1963.

Final payment, in the amount of $1,577.47 will be released to the contractor after November 27, 1963. The total contract amount is $31,426.86 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Co.,
Portland Branch Office
620 Oregon Bank Bldg.,
Portland 4, Oregon

cc: Standard Accident Insurance Co.,
Lawrence Slater Ins. Agency
134 North 7th Street
Klamath Falls, Oregon

cc: Geo. R. Stacy Co.,
P. O. Box 853
Klamath Falls, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
NOV 20 1963

FOR FILING

[illegible]

6230

November 19, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 13 on Contract No. 6230. The contract was with George R. Stacy Company and was for rock production on the Hager-California State Line Section of the Klamath Falls-Malin Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 19, 1963.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

This matter will be brought to your attention at the Highway Commission meeting on November 22.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 5, 1963

Section Hager-California State Line

Kind of work Rock Production

Highway K.Falls-Malin County Klamath

Section prefix 18-8331

Contractor Geo. R. Stacy Co.

Contract number 6230

Date of contract March 14, 1963

Specified work days 60

Date work started May 22, 1963

Work days used 71

Project authorization $36,506.25

Exclusive of engineering $33,910.25

Per cent of time elapsed 118.33 %

Estimated cost of completed project, exclusive of engineering $31,448.10

Estimated per cent overrun or underrun 8.53% %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $2,596.00

Engineering cost to date $2,731.07, 105.20 %

Date project was completed September 14, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	-	-	-	-	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Production of crushed materials and stockpiling completed September 14, 1963.

Semi-final estimate submitted Wednesday of this week.

Completion date: September 14, 1963.

(FINAL REPORT)

RB PE

Signed H. Reid Merritt

Address P.O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			27.10		
Miles partially completed			27.10		
Miles completed			27.10		
Total estimated quantities (contract)			10,000 c.y.		
Total quantities corrected to date			10,085.29 c.y.		
Estimated quantities moved or placed to date			10,085.29 c.y.		
Average daily quantities			0 c.y.		
Average daily quantities necessary to complete project on time			Workdays Expended		
Number shifts per day			0		
Hours per shift			0		
Average force on project for week			0		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Pt. Cloudy		
Saturday			

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MAR 15 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

George R. Stacy Co.,
P. O. Box 853
Klamath Falls
Oregon

Gentlemen:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6230 for the following project:

Hager-California State Line Rock Production
Project on the Klamath Falls-Malin Highway
in Klamath County.

This award was based on your low bid of $31,950.00 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

I-105-4 Willamette River-Coberg Rd. 1963
(108)196 Sec., Eugene-Springfield Hwy.
#6231 (Pav. & Struct.)

STATE COPY

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NOV 16 1965
FOR FILING

Monthly transaction number	F PR-2A U.S. DEPARTMENT OF COMMERCE (8 7) BUREAU OF PUBLIC ROADS	State Oregon
Project sequence number 12 I 105-4(108)196	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 11 - -65	County Lane
6221		Project number I-105-4(108)196

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 15, 19 63, is hereby modified as follows:

Revised estimated total cost of project	$ 977,034.00
Revised Federal funds	$ 896,313.25
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of November, 19 65.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
By F B Klaboe	~~By~~ A. W. Parsons (Division Engineer)
Assistant State Highway Engineer (Title)	By L. R. Backlund L. R. Backlund, Administrative Mgr.
By ____________	
____________ (Title)	
By ____________	
____________ (Title)	

RECEIVED

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. FOR I-4-3-109	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Lane
PROJECT REPORT NO. I 105-4(108) 196	4-15-63	PROJECT NO. I-105-4(108)196

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-105 Willamette River to Coburg Road

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-18-63	1.248
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 973,861.00	$ 895,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd D. Stone

ASSISTANT State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.
LR Backlund

Date executed by Division Engineer 4-15-63

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-105-4(108)196

WILLAMETTE RIVER-COBURG ROAD SECTION
OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1963

Type Code 7221
Roadway (Sta. 50+18 thru Equa. 80+70.23 = 23+10.42 to Sta. 58+50) (Contract 6231)

Removal of Pavement	160	sq.yds.	$ 1.00	$ 160.00
Drainage Excavation, Unclassified	22	cu.yds.	5.00	110.00
General Excavation, Unclassified	220	cu.yds.	1.00	220.00
12-inch Sewer Pipe	130	lin.ft.	3.00	390.00
Concrete Inlets, Type "C"	1	only	125.00	125.00
Concrete Curbs	48	cu.yds.	40.00	1,920.00
1-inch Electrical Conduit	45	lin.ft.	1.50	67.50
1-1/2 inch Electrical Conduit	700	lin.ft.	2.00	1,400.00
Type 2 Fence	65	rods	7.00	455.00
Metal Guard Rail	7,800	lin.ft.	2.48	19,344.00
Metal Median Barrier	6,900	lin.ft.	3.75	25,875.00
Rail End Pieces	32	only	4.00	128.00
Salvage and Reinstall Type 1 Barricade	720	lin.ft.	1.00	720.00
Salvage and Stockpile Type 1 Barricade	855	lin.ft.	1.00	855.00
Guide Posts, PW-1	60	only	7.25	435.00
Guide Posts, PY-1	125	only	7.75	968.75
Guide Posts, PY-3	4	only	8.25	33.00
Coarse Crushed Material in Base	58,500	tons	1.15	67,275.00
3/4" - 0 Material in Base	9,300	tons	1.30	12,090.00
Sprinkling	1,300	M-gal.	2.00	2,600.00
Preparation of Base	All	Required		250.00
3/4" - 0 Material in Binder Course	150	cu.yds.	4.50	675.00
RC-250 Asphalt	24	tons	45.00	1,080.00
Asphaltic Concrete Mixture	7,500	tons	3.40	25,500.00
Asphalt in Mixture	415	tons	31.50	13,072.50
12-inch Reinforced Concrete Bridge End Panels	440	sq.yds.	20.00	8,800.00
8-inch Standard Reinforced Concrete Pavement	32,000	sq.yds.	5.60	179,200.00
Asphaltic Concrete Traffic Markers, Type "L"	770	lin.ft.	1.00	770.00
				$364,518.75
Flagging (57½% of Contractor's Cost)	All	Required		$ 800.00
Signing	All	Required		200.00
				$ 1,000.00

Subtotal		$365,518.75
10% Engr. & Cont.		36,551.25
	Total	$402,070.00

Type Code X281
Country Club Road O'xing (Br. 8965) (Sta. 33+83 to Sta. 35+48) (Contract 6231)

Shoring, Cribbing, etc.	All Required		$ 8,000.00
Structural Excavation	1,000 cu.yds.	$ 7.00	7,000.00
Structural Excavation below Elevation Shown	100 cu.yds.	10.00	1,000.00
Class "A" Concrete (670 cu.yds.)	All Required		47,000.00
50' to 55' Type III Prestressed Beams	10 only	950.00	9,500.00
55' to 60' Type III Prestressed Beams	20 only	950.00	19,000.00
Metal Reinforcement (118,200 lbs.)	All Required		14,000.00
Metal Parapet Railing	330 lin.ft.	4.00	1,320.00
Preparation of Slopes	800 sq.yds.	2.00	1,600.00
Concrete Slab Riprap	800 sq.yds.	8.00	6,400.00
8-inch Metal Drain Pipe	70 lin.ft.	3.00	210.00
			$115,030.00

Type Code X231
Eugene-Springfield Hwy. O'xing (Br. 8700A) (Sta. 44+86 to Sta. 49+62) (Contract 6231)

Shoring, Cribbing, etc.	All Required		$ 30,000.00
Structural Excavation	1,500 cu.yds.	$ 8.00	12,000.00
Structural Excavation below Elevation Shown	100 cu.yds.	20.00	2,000.00
Class "A" Concrete (1,670 cu.yds.)	All Required		137,000.00
Metal Reinforcement (432,000 lbs.)	All Required		50,000.00
Structural Steel (Low Alloy 163,000 lbs.) (Carbon 518,000 lbs.)	All Required		170,000.00
Metal Parapet Railing	900 lin.ft.	4.00	3,600.00
8-inch Metal Drain Pipe	60 lin.ft.	3.00	180.00
			$404,780.00

Subtotal		$519,810.00
10% Engr. & Cont.		51,981.00
	Total	$571,791.00

Length of Roadway	1.120 Miles
Length of 2 Structures.	0.128 Mile
Total Length	1.248 Miles
Cost of Roadway per Mile.	$358,991.07

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$402,070.00	$369,000.00	$ 33,070.00
Structure	571,791.00	526,000.00	45,791.00
	$973,861.00	$895,000.00	$ 78,861.00

Oregon State Highway Department

Federal Aid
Project No. I-105-4(108)196

WILLAMETTE RIVER-COBURG ROAD SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 11, 1963

Type Code 7221
Roadway (Sta. 50+18 thru Equa. 80+70.13=23+10.42 to Sta. 58+50)

Removal of Pavement	160	sq.yds.	$ 1.50	$ 240.00
Drainage Excavation, Unclassified	22	cu.yds.	3.50	77.00
General Excavation, Unclassified	220	cu.yds.	1.25	275.00
12-inch Sewer Pipe	130	lin.ft.	2.50	325.00
Concrete Inlets, Type "G"	1	only	100.00	100.00
Concrete Curbs	48	cu.yds.	45.00	2,160.00
1-inch Electrical Conduit	45	lin.ft.	1.50	67.50
1½-inch Electrical Conduit	700	lin.ft.	2.00	1,400.00
Type 2 Fence	65	rods	7.50	487.50
Metal Guard Rail	7,800	lin.ft.	2.25	17,550.00
Metal Median Barrier	6,900	lin.ft.	4.00	27,600.00
Rail End Pieces	32	only	4.50	144.00
Salvage and Reinstall Type 1 Barricade	720	lin.ft.	1.25	900.00
Salvage and Stockpile Type 1 Barricade	855	lin.ft.	0.50	427.50
Guide Posts, PW-1	60	only	7.25	435.00
Guide Posts, PY-1	125	only	7.50	937.50
Guide Posts, PY-3	4	only	8.00	32.00
Coarse Crushed Material in Base	58,500	tons	1.40	81,900.00
3/4" - 0 Material in Base	9,300	tons	1.50	13,950.00
Sprinkling	1,300	M-gals.	2.50	3,250.00
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Binder Course	150	cu.yds.	3.50	525.00
RC-250 Asphalt	24	tons	45.00	1,080.00
Asphaltic Concrete Mixture	7,500	tons	3.75	28,125.00
Asphalt in Mixture	415	tons	32.00	13,280.00
12-inch Reinforced Concrete Bridge End Panels	440	sq.yds.	15.00	6,600.00
8-inch Standard Reinforced Concrete Pavement	32,000	sq.yds.	4.75	152,000.00
Asphaltic Concrete Traffic Markers, Type "L"	770	lin.ft.	1.00	770.00
				$356,138.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 800.00
Signing	All	Required		200.00
				$ 1,000.00

Subtotal	$357,138.00
10% Engr. & Cont.	35,713.00
Total	$392,851.00

Type Code X281
County Club Road O'xing (Br. 8965)(Sta. 33+83 to Sta. 35+48)

Shoring, Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	1,000 cu.yds.	$ 5.00	5,000.00
Structural Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Class "A" Concrete (670 cu.yds. $68.00)	All Required		45,560.00
50' to 55' Type III Prestressed Beams	10 only	800.00	8,000.00
55' to 60' Type III Prestressed Beams	20 only	850.00	17,000.00
Metal Reinforcement (118,200 lbs. $0.13)	All Required		15,366.00
Metal Parapet Railing	330 lin.ft.	6.00	1,980.00
Preparation of Slopes	800 sq.yds.	2.50	2,000.00
Concrete Slab Riprap	800 sq.yds.	8.00	6,400.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			$122,586.00

Type Code X231
Eugene-Springfield Hwy. O'xing (Br. 8700A)(Sta. 44+86 to Sta. 49+62)

Shoring, Cribbing, etc.	All Required		$ 25,000.00
Structural Excavation	1,500 cu.yds.	$ 5.00	7,500.00
Structural Excavation Below Elevation Shown	100 cu.yds.	10.00	1,000.00
Class "A" Concrete (1,670 cu.yds. $68.00)	All Required		113,560.00
Metal Reinforcement (432,000 lbs. $0.125)	All Required		54,000.00
Structural Steel (Low Alloy 163,000 lbs. 0.24)(Carbon 518,000 lbs. 0.23)	All Required		158,260.00
Metal Parapet Railing	900 lin.ft.	6.00	5,400.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
			$364,960.00

Subtotal	$487,546.00
10% Engr. & Cont	48,754.00
Total	$536,300.00

Length of Roadway	1.120 Miles
Length of 2 Structures	0.128 Mile
Total Length	1.248 Miles
Cost of Roadway Per Mile	$350,759.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$392,851.00	$361,000.00	$ 31,851.00
Structure	536,300.00	493,000.00	43,300.00
	$929,151.00	$854,000.00	$ 75,151.00

WILLAMETTE RIVER-COBURG ROAD SECTION

Project No. I-105-4(108)196

Prestressed Beam Quantities

50'-50' Beams

Overhead				$100.00
Class "AA" Concrete	8.27	cu.yds.	$37.00	306.00
Metal Reinforcement	720	lbs.	0.12	86.40
Prestress Steel	690	lbs.	0.40	276.00
				$768.40

55'-60' Beams

Overhead				$125.00
Class "AA" Concrete	8.47	cu.yds.	$37.00	313.40
Metal Reinforcement	740	lbs.	0.12	88.80
Prestress Wire	750	lbs.	0.40	300.00
				$827.00

Oregon State Highway Department

Federal-Aid
Project No. I-105-4(108)196

WILLAMETTE RIVER-COBURG ROAD SECTION

OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 8, 1963

Type Code 7221
Roadway (Sta. 50+18 thru Equa. 80+70.13 = 23+10.42 to Sta. 58+50)

Removal of Pavement	160	sq.yd.	$ 1.50	$ 240.00
Drainage Excavation, Unclass.	22	cu.yd.	3.50	77.00
General Excavation, Unclass.	220	cu.yd.	1.25	275.00
12-inch Sewer Pipe	130	lin.ft.	2.50	325.00
Concrete Inlets, Type "G"	1	only	100.00	100.00
Concrete Curbs	48	cu.yd.	45.00	2,160.00
1-inch Electrical Conduit	45	lin.ft.	1.50	67.50
1-1/2 inch Electrical Conduit	700	lin.ft.	2.00	1,400.00
Type 2 Fence	65	rod	7.50	487.50
Metal Guard Rail	7,800	lin.ft.	2.25	17,550.00
Metal Median Barrier	6,900	lin.ft.	4.00	27,600.00
Rail End Pieces	32	only	4.50	144.00
Salvage and Reinstall Type 1 Barricade	720	lin.ft.	1.25	900.00
Salvage and Stockpile Type 1 Barricade	855	lin.ft.	0.50	427.50
Guide Posts, PW-1	60	only	7.25	435.00
Guide Posts, PY-1	125	only	7.50	937.50
Guide Posts, PY-3	4	only	8.00	32.00
Coarse Crushed Material in Base	58,500	ton	1.40	81,900.00
3/4" - 0 Material in Base	9,300	ton	1.50	13,950.00
Sprinkling	1,300	M-gal.	2.50	3,250.00
Preparation of Base	All	Req.		1,500.00
3/4" - 0 Material in Binder Course	150	cu.yd.	3.50	525.00
RC-250 Asphalt	24	ton	45.00	1,080.00
Asphaltic Concrete Mixture	7,500	ton	3.75	28,125.00
Asphalt in Mixture	415	ton	32.00	13,280.00
12-inch Reinforced Concrete Bridge End Panels	440	sq.yd.	15.00	6,600.00
8-inch Standard Reinforced Concrete Pavement	32,000	sq.yd.	4.75	152,000.00
Asphaltic Concrete Traffic Markers, Type "L"	770	lin.ft.	1.00	770.00
				$356,138.00

Flagging (57½% of Contractor's Cost)	All	Req.		$ 800.00
Signing	All	Req.		200.00
				$ 1,000.00

Subtotal	$357,138.00
10% Engr. & Cont.	35,713.00
Total	$392,851.00

Type Code X281
Country Club Road O'xing (Br. 8965)(Sta. 33+83 to Sta. 35+48)

Shoring, Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	1,000 cu.yd.	$ 5.00	5,000.00
Structural Excavation below Elevation Shown	100 cu.yd.	10.00	1,000.00
Class "A" Concrete (670 cu.yd. $68.00)	All Required		45,560.00
50' to 55' Type III Prestressed Beams	10 only	800.00	8,000.00
55' to 60' Type III Prestressed Beams	20 only	850.00	17,000.00
Metal Reinforcement (118,200 lb. $0.13)	All Required		15,366.00
Metal Parapet Railing	330 lin.ft.	6.00	1,980.00
Preparation of Slopes	800 sq.yd.	2.50	2,000.00
Concrete Slab Riprap	800 sq.yd.	8.00	6,400.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			$122,586.00

Type Code X231
Eugene-Springfield Hwy. O'xing (Br. 8700A)(Sta. 44+86 to Sta. 49+62)

Shoring, Cribbing, etc.	All Required		$ 25,000.00
Structural Excavation	1,500 cu.yd.	$ 5.00	7,500.00
Structural Excavation below Elevation Shown	100 cu.yd.	10.00	1,000.00
Furnish 10" BP 42# Steel Piling	1,345 lin.ft.	5.00	6,725.00
Drive Steel Piles	37 only	65.00	2,405.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete (1,670 cu.yd. $68.00)	All Required		113,560.00
Metal Reinforcement (432,000 lb. $0.125)	All Required		54,000.00
Structural Steel (Low Alloy 163,000 lb. $0.24; Carbon 518,000 lb. $0.23)	All Required		158,260.00
Metal Parapet Railing	900 lin.ft.	6.00	5,400.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
			$374,490.00

Subtotal	$497,076.00
10% Engr. & Cont.	49,707.00
Total	$546,783.00

Length of Roadway - - - - - - - - 1.120 Miles
Length of 2 Structures- - - - - 0.128 Mile
Total Length- - - - - - - - - - - 1.248 Miles
Cost of Roadway Per Mile- - - - $350,759.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$392,851.00	$361,000.00	$31,851.00
Structure	546,783.00	503,000.00	43,783.00
	$939,634.00	$864,000.00	$75,634.00

WILLAMETTE RIVER-COBURG ROAD SECTION

Project No. I-105-4(108)196

PRESTRESSED BEAM QUANTITIES

50'-55' Beams

Overhead			$100.00
Class "AA" Concrete	8.27 cu.yd.	$37.00	306.00
Metal Reinforcement	720 lb.	0.12	86.40
Prestress Steel	690 lb.	0.40	276.00
			$768.40

55'-60' Beams

Overhead			$125.00
Class "AA" Concrete	8.47 cu.yd.	$37.00	313.40
Metal Reinforcement	740 lb.	0.12	88.80
Prestress Wire	750 lb.	0.40	300.00
			$827.00

Federal-Aid
Project No. I-105-4(108)196

Oregon State Highway Department

WILLAMETTE RIVER-COBURG ROAD SECTION

OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 19, 1963

Type Code 7221
Roadway (Sta. 50+18 thru Equa. 80+70.13 - 23+10.42 to Sta. 58+50)

Removal of Pavement	160 sq.yd.	$ 1.50	$ 240.00
Drainage Excavation, Unclass.	22 cu.yd.	3.50	77.00
General Excavation, Unclass.	220 cu.yd.	1.25	275.00
12-inch Sewer Pipe	130 lin.ft.	2.50	325.00
Concrete Inlets, Type "G"	1 only	100.00	100.00
Concrete Curbs	48 cu.yd.	45.00	2,160.00
1-inch Electrical Conduit	45 lin.ft.	1.50	67.50
1-1/2 inch Electrical Conduit	700 lin.ft.	2.00	1,400.00
Type 2 Fence	65 rod	7.50	487.50
Metal Guard Rail	7,800 lin.ft.	2.25	17,550.00
Metal Median Barrier	6,900 lin.ft.	4.00	27,600.00
Rail End Pieces	32 only	4.50	144.00
Salvage and Reinstall Type 1 Barricade	720 lin.ft.	1.25	900.00
Salvage and Stockpile Type 1 Barricade	855 lin.ft.	0.50	427.50
Guide Posts, PW-1	60 only	7.25	435.00
Guide Posts, PY-1	125 only	7.50	937.50
Guide Posts, PY-3	4 only	8.00	32.00
Coarse Crushed Material in Base	58,500 ton	1.40	81,900.00
3/4" - 0 Material in Base	9,300 ton	1.50	13,950.00
Sprinkling	1,300 M-gal.	2.50	3,250.00
Preparation of Base	All Required		1,500.00
3/4" - 0 Material in Binder Course	150 cu.yd.	3.50	525.00
RC-250 Asphalt	24 ton	45.00	1,080.00
Asphaltic Concrete Mixture	7,500 ton	3.75	28,125.00
Asphalt in Mixture	415 ton	32.00	13,280.00
12-inch Reinforced Concrete Bridge End Panels	440 sq.yd.	15.00	6,600.00
8-inch Standard Reinforced Concrete Pavement	32,000 sq.yd.	4.75	152,000.00
Asphaltic Concrete Traffic Markers, Type "L"	770 lin.ft.	1.00	770.00
			$356,138.00

Flagging (57½% of Contractor's Cost)	All Required		$ 800.00
Signing	All Required		200.00
			$ 1,000.00

Subtotal	$357,138.00
10% Engr. & Cont.	35,713.00
Total	$392,851.00

Type Code X281
Country Club Road O'xing (Br. 8965)(Sta. 33+83 to Sta. 35+48)

Shoring, Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	1,000 cu.yd.	$ 5.00	5,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Class "A" Concrete (670 cu.yd. $68.00)	All Required		45,560.00
50' to 55' Type III Prestressed Beams	10 only	800.00	8,000.00
55' to 60' Type III Prestressed Beams	20 only	850.00	17,000.00
Metal Reinforcement (118,200 lb. $0.13)	All Required		15,366.00
Metal Parapet Railing	330 lin.ft.	6.00	1,980.00
Preparation of Slopes	800 sq.yd.	2.50	2,000.00
Concrete Slab Riprap	800 sq.yd.	8.00	6,400.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			$122,586.00

Type Code X231
Eugene-Springfield Hwy. O'xing (Br. 8700A)(Sta. 44+86 to Sta. 49+62)

Shoring, Cribbing, etc.	All Required		$ 25,000.00
Structural Excavation	1,500 cu.yd.	$ 5.00	7,500.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Furnish 10" BP 42# Steel Piling	1,345 lin.ft.	5.00	6,725.00
Drive Steel Piles	37 only	65.00	2,405.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete (1,670 cu.yd. $68.00)	All Required		113,560.00
Metal Reinforcement (432,000 lb. $0.125)	All Required		54,000.00
Structural Steel (Low Alloy 167,000 lb. $0.24; Carbon 518,000 lb. $0.23)	All Required		153,240.00
Metal Parapet Railing	900 lin.ft.	6.00	5,400.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
			$375,450.00

Subtotal	$498,036.00
10% Engr. & Cont.	49,803.00
Total	$547,839.00

Length of Roadway - - - - - - - - 1.120 Miles
Length of 2 Structures- - - - - 0.128 Mile
Total Length- - - - - - - - - - 1.248 Miles
Cost of Roadway Per Mile- - - - $350,759.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$392,851.00	$361,000.00	$31,851.00
Structure	547,839.00	504,000.00	43,839.00
	$940,690.00	$865,000.00	$75,690.00

WILLAMETTE RIVER-COBURG ROAD SECTION

Project No. I-105-4(108)196

Prestressed Beam Quantities

50'-55' Beams

Overhead			$100.00
Class "AA" Concrete	8.27 cu.yd.	$37.00	306.00
Metal Reinforcement	720 lb.	0.12	86.40
Prestress Steel	690 lb.	0.40	276.00
			$768.40

55'-60' Beams

Overhead			$125.00
Class "AA" Concrete	8.47 cu.yd.	$37.00	313.40
Metal Reinforcement	740 lb.	0.12	88.80
Prestress Wire	750 lb.	0.40	300.00
			$827.00

Federal-Aid
Project No. I-105-4(108)196

Oregon State Highway Department

WILLAMETTE RIVER-COBURG ROAD SECTION

OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 8, 1963

Type Code 7221
Roadway (Sta. 50+18 Thru Equa. 80+70.13 = 23+10.42 to Sta. 58+50)

Removal of Pavement	160 sq.yd.	$ 1.50	$ 240.00
Drainage Excavation, Unclass.	22 cu.yd.	3.50	77.00
General Excavation, Unclass.	220 cu.yd.	1.25	275.00
12-inch Sewer Pipe	130 lin.ft.	2.50	325.00
Concrete Inlets, Type "G"	1 only	100.00	100.00
Concrete Curbs	48 cu.yd.	45.00	2,160.00
1-inch Electrical Conduit	45 lin.ft.	1.50	67.50
1-1/2 inch Electrical Conduit	700 lin.ft.	2.00	1,400.00
Type 2 Fence	65 rod	7.50	487.50
Metal Guard Rail	7,800 lin.ft.	2.25	17,550.00
Metal Median Barrier	6,900 lin.ft.	4.00	27,600.00
Rail End Pieces	32 only	4.50	144.00
Salvage and Reinstall Type 1 Barricade	720 lin.ft.	1.25	900.00
Salvage and Stockpile Type 1 Barricade	855 lin.ft.	0.50	427.50
Guide Posts, PW-1	60 only	7.25	435.00
Guide Posts, PY-1	125 only	7.50	937.50
Guide Posts, PY-3	4 only	8.00	32.00
Coarse Crushed Material in Base	58,500 ton	1.40	81,900.00
3/4" - 0 Material in Base	9,300 ton	1.50	13,950.00
Sprinkling	1,300 M-gal.	2.50	3,250.00
Preparation of Base	All Required		1,500.00
3/4" - 0 Material in Binder Course	150 cu.yd.	3.50	525.00
RC-250 Asphalt	24 ton	45.00	1,080.00
Asphaltic Concrete Mixture	7,500 ton	3.75	28,125.00
Asphalt in Mixture	415 ton	32.00	13,280.00
12-inch Reinforced Concrete Bridge End Panels	440 sq.yd.	15.00	6,600.00
8-inch Standard Reinforced Concrete Pavement	32,000 sq.yd.	4.75	152,000.00
Asphaltic Concrete Traffic Markers, Type "L"	770 lin.ft.	1.00	770.00
			$356,138.00

Flagging (57½% of Contractor's Cost)	All Required	$ 800.00
Signing	All Required	200.00
		$ 1,000.00

Subtotal	$357,138.00
10% Engr. & Cont.	35,713.00
Total	$392,851.00

Type Code X281
Country Club Road O'xing (Br. 8965)(Sta. 33+83 to Sta. 35+48)

Shoring, Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	1,000 cu.yd.	$ 5.00	5,000.00
Structural Excavation below Elevation Shown	100 cu.yd.	10.00	1,000.00
Class "A" Concrete (670 cu.yd. $68.00)	All Required		45,560.00
50' to 55' Type III Prestressed Beams	10 only	800.00	8,000.00
55' to 60' Type III Prestressed Beams	20 only	850.00	17,000.00
Metal Reinforcement (118,200 lbs. $0.13)	All Required		15,366.00
Metal Parapet Railing	330 lin.ft.	6.00	1,980.00
Preparation of Slopes	800 sq.yd.	2.50	2,000.00
Concrete Slab Riprap	800 sq.yd.	8.00	6,400.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			$122,586.00

Type Code X231
Eugene-Springfield Hwy. O'xing (Br. 8700A)(Sta. 44+86 to Sta. 49+62)

Shoring, Cribbing, etc.	All Required		$ 25,000.00
Structural Excavation	1,500 cu.yd.	$ 5.00	7,500.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Furnish 10" BP 42# Steel Piling	1,345 lin.ft.	5.00	6,725.00
Drive Steel Piles	37 only	65.00	2,405.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete (1,670 cu.yd. $68.00)	All Required		113,560.00
Metal Reinforcement (432,000 lb. $0.125)	All Required		54,000.00
Structural Steel (Low Alloy 167,000 lb. $0.24; Carbon 492,000 lb. $0.23)	All Required		153,240.00
Metal Parapet Railing	900 lin.ft.	6.00	5,400.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
			$369,470.00

Subtotal	$492,056.00
10% Engr. & Cont.	49,205.00
Total	$541,261.00

Length of Roadway - - - - - - - -	1.120 Miles
Length of 2 Structures- - - - -	0.128 Mile
Total Length- - - - - - - - - - -	1.248 Miles
Cost of Roadway Per Mile- - - -	$350,759.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$392,851.00	$361,000.00	$31,851.00
Structure	541,261.00	497,000.00	44,261.00
	$934,112.00	$858,000.00	$76,112.00

WILLAMETTE RIVER-COBURG ROAD SECTION

Project No. I-105-4(108)196

Prestressed Beam Quantities

50'-55' Beams

Overhead			$100.00
Class AA Concrete	8.27 cu.yd.	$37.00	306.00
Metal Reinforcement	720 lb.	0.12	86.40
Prestress Steel	690 lb.	0.40	276.00
			$768.40

55'-60' Beams

Overhead			$125.00
Class AA Concrete	8.47 cu.yd.	$37.00	313.40
Metal Reinforcement	740 lb.	0.12	88.80
Prestress Wire	750 lb.	0.40	300.00
			$827.00

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SEP 28 1964

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[illegible]

September 25, 1964

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On July 13, 1964, we wrote to you concerning release of final payment on Contract No. 6231, awarded to Hamilton & Thoms, Inc., for structures and paving on Willamette River-Coburg Road Section of Eugene-Springfield Highway in Lane County.

Final payment on this contract is $51,948.02 and the total contract amount is $894,886.87, including $4,559.37 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Hamilton & Thoms, Inc.
P.O. Box 726
Eugene, Oregon

C.H. Maison
Attn: John Herr

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JUL 13 1964
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6231

July 10, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 11 on Contract 6231. The contract was with Hamilton and Thoma, Inc. and was for work on the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on July 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER 8965 8700A	WEEK ENDING 6-26-64	
SECTION Willamette R.-Coburg Rd.	SECTION PREFIX 620-1094	
HIGHWAY Eugene- Springfield	COUNTY Lane	
NAME OF JOB Willamette River- Coburg Road	KIND OF WORK Paving	
CONTRACTOR Hamilton & Thoma, Inc.	CONTRACT NUMBER 6231	FEDERAL AID PROJECT NUMBER I-105-4(108)196
DATE OF CONTRACT 3-14-63	DATE WORK STARTED 4-4-63	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 120	WORK DAYS USED 120
PROJECT AUTHORIZATION $995,994.84	ENGINEERING AUTHORIZATION $70,826.30	PERCENT OF TIME ELAPSED 100%
EXCLUSIVE OF ENGINEERING $925,168.54	ENGINEERING COST TO DATE $70,056.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $902,272.95	PERCENT OF AUTHORIZATION 99 %	
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 2.3 %	DATE PROJECT WAS COMPLETED June 11, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
			100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		1.4		1.4	1.4
MILES PARTIALLY COMPLETED		All		All	All
MILES COMPLETED		All		All	All
TOTAL ESTIMATED QUANTITIES (CONTRACT)		68,000 TONS		7,500 TONS	32,440 S.Y.
TOTAL QUANTITIES CORRECTED TO DATE		66,006 TONS		7,[illegible] TONS	32,710 S.Y.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		68,005 TONS		7,178 TONS	Complete
AVERAGE DAILY QUANTITIES		0		0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0		0	
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK
None

	WEATHER	HOURS DELAY	Workdays Charged	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair		0	Project complete
TUESDAY	"		0	
WEDNESDAY	"		0	
THURSDAY	"		0	
FRIDAY			0	
SATURDAY				

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
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JUN 30 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Br. 8965 Country Club Road O'xing Br. 8700A Coburg Road O'xing
MONDAY 6-22	No activity all this week.
TUESDAY 6-23	
WEDNESDAY 6-24	
THURSDAY 6-25	
FRIDAY 6-26	
SATURDAY	

REMARKS

Status: Project is completed and ready for final inspection which was made (6-26-64) by the following: R. G. Ricketts, A. A. Kear, R. W. Pillsbury, BPR, J. L. Lowder, BPR, John Quiner, Arleigh A. Anderson and Ellis H. Jones.

SIGNED

ADDRESS 2191 E. 15th, Eugene, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
MAR 19 1963

FOR FILING

6231

477 Cottage Street, N. E.
Salem, Oregon

March 14, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project I-105-4(108)196
Willamette River - Coburg Road Section
Structures and Paving

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6231 to Hamilton and Thoms, Inc. of Eugene, Oregon, low bidder in the amount of $884,328.75 at the March 12, 1963 bid opening.

RECEIVED
MAR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
copy To Morgan
3-19-63

NOTED
LLOYD P. SHAW

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MAR 15 1963
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
C. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

Hamilton & Thoms, Inc.,
P. O. Box 726
Eugene
Oregon

Gentlemen:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6231 for the following project:

Paving-structures on the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County.

This award was based on your low bid of $884,328.75 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
I. D. Merchant
L. H. Young
R. G. Savage (SIAC)

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FEB 28 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

February 18, 1963

By:

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

C. R. Brooks
District Engineer

Oregon Project I-105-4(108)196
Willamette River-Coburg Road Section
Structures and Paving

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that all relocations are either completed or in the process of completion as indicated in Mr. Wright's February 11, 1963 letter.

Our authorization to advertise is given subject to the receipt of a satisfactory revision of the lateral bracing on the Coburg Road Overcrossing structure.

For the prestressing reinforcement on the Country Club Road O'xing, the use of 7/16" or 1/2" diameter, 7-wire strands with ultimate stress of 270 k.s.i. is approved as an alternate for this specific project.

RECEIVED
FEB 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Young
Copy To Gifford
2-27-63

NOTED
LLOYD P. SHAW

24-8306 Mehama-Linn Co. Line Rock Prod. 1963
Proj., N. Santiam Hwy.
#6232

RECEIVED
SEP 9 1963

FOR FILING

September 6, 1963

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On August 2, 1963 we wrote to you concerning release of final payment on contract #6232, awarded to Roseburg Sand & Gravel Company, for rock production on the Mehama-Linn Co. Line Section of the North Santiam Secondary Highway in Marion County.

Final payment on this contract is $1,768.56 and the total contract amount is $43,482.12, including $249.39 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Roseburg Sand & Gravel Company
P. O. Box 1207
Roseburg, Oregon

C. H. Watson
Attn: John Herr

RECEIVED
AUG 2 - 1963

FOR FILING

[illegible]
6232

August 1, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 13 on Contract No. 6232. The contract was with Roseburg Sand and Gravel Company and was for rock production on the Mehama-Linn County Line Section of the North Santiam Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 29, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 20, 1963

Section	Mehama-Linn County Line	Kind of work	Rock Production
Highway	North Santiam County Marion	Section prefix	24-8306
Contractor	Roseburg Sand & Gravel Co.	Contract number	6232
Date of contract	March 14, 1963	Specified work days	50
Date work started	March 22, 1963	Work days used	48
Project authorization	$45,810.00	Per cent of time elapsed	96 %
Exclusive of engineering	$42,552.40		

Estimated cost of completed project, exclusive of engineering $43,649.44

Estimated per cent overrun or underrun +2.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $3,257.60

Engineering cost to date $3,260.91, 100.1 %

Date project was completed June 13, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
none	none	none	none	none	none	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Submitted semi-final estimate Wednesday, July 17.

FINAL REPORT

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUL 22 1963
☐ ☐ ☐ ☐ COE

Signed Arthur Duffy

Address P. O. Box 30, Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	Crush. Mat.	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	Reject Mat.
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	13,000 cy.				3,000 cy.
Total quantities corrected to date	13,845 cy.				8,790 cy.
Estimated quantities moved or placed to date	13,845 cy.				8,790 cy.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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MAR 15 1963
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GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

34-

March 14, 1963

Roseburg Sand & Gravel Co.,
P. O. Box 1207
Roseburg
Oregon

Gentlemen:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6232 for the following project:

Mehama-Linn County Line Rock Production
Project on the North Santiam Highway in
Marion County.

This award was based on your low bid of $38,720.00 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

I-5-6(39) Columbia Blvd. & U.P.R.R. 1963
307 O'Xing, Minnesota Freeway Sec.,
#6233 Pacific Hwy.

STATE COPY

Monthly transaction number

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OCT 21 1965

Project report number

FOR FILING
12

I-5-6(39)307

62

FO PR-2A
(8- 7)

U.S. DEPARTMENT OF COMM
BUREAU OF PUBLIC R

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-11-65

te
Oregon

County
Multnomah

Project number
I-5-6(39)307

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 1963, is hereby modified as follows:

Revised estimated total cost of project	$ 605,808.95
Revised Federal funds	$ 557,517.72
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of October, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

XXBy ~~A. W. Parsons~~
(Division Engineer)

by L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

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JUN 13 1963
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Form Approved; Budget Bureau No. 41-R2089 State

MONTHLY TRANSACTION NO.	FO R-2 (RE. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Multnomah
PROJECT REPORT NO. I-5-6(39)307 6		PROJECT NO. I-5-6(39)307

6222

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 1.5 miles S. of N. Portland Harbor

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-18-63	0.121
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 577,687.00	$ 531,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd D. Shaw

Asst State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
L R Backlund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer: June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-6(39)307

COLUMBIA BLVD. AND UPRR OVERCROSSING STRUCTURE ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 21, 1963

Type Code X571
Columbia Blvd. & UPRR O'xing (Sta. 168+00.25 to Sta. 174+38.25)(Contract 4233)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	1,000 cu.yds.	$ 2.25	2,250.00
Structural Excavation Below Elevation Shown	100 cu.yds.	5.00	500.00
Furnish 10" BP 42# Steel Piling	7,375 lin.ft.	3.60	26,550.00
Drive Steel Piles	226 only	50.00	11,300.00
Splice Steel Piles	50 only	32.00	1,600.00
Class "A" Concrete (2,530 cu.yds. $65.00)	All Required		145,000.00
75' to 80' Type IV Prestressed Beams	29 only	1,500.00	43,500.00
80' to 85' Type IV Prestressed Beams	31 only	1,600.00	49,600.00
Metal Reinforcement (545,000 lbs.)	All Required		65,000.00
Structural Steel (773,000 lbs.)	All Required		155,000.00
Metal Parapet Railing	1,270 lin.ft.	4.00	5,080.00
6-inch Standard Steel Pipe	130 lin.ft.	10.00	1,300.00
1¼-inch Electrical Conduit	1,300 lin.ft.	1.25	1,625.00
			$ 518,305.00
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
Relocate Private Road (Sta. 173)	All Required		300.00
			$ 800.00

Utilities

Work by UPRR Co.	All Required		$ 6,065.00
	Subtotal		$ 525,170.00
	10% Engr. & Cont.		52,517.00
	Total		$ 577,687.00

Length of Structure - - - - - - - - - 0.121 miles

Federal Funds -	$ 531,000.00
State Funds -	$ 46,687.00
	$ 577,687.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

WORK RETAINED IN P. S. & E. STATUS

Description			
Work by Portland General Electric Company	$3,300.00	$3,000.00	$ 300.00

COLUMBIA BLVD. & UNION OVERCROSSING

PROJECT NO. I-5-6(39)307

Estimated Cost of Work by Union Pacific Railroad Company:

Furnish labor and material for temporary and permanent rearrangement of signal and communication lines	$ 5,815.00
Furnish labor and material for rearrangement of Right of Way fences	250.00
	$ 6,065.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(39)307

COLUMBIA BLVD. AND UPRR OVERCROSSING STRUCTURE
ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 11, 1963

Type Code X531
Columbia Blvd. & UPRR O'xing (Sta. 168+00.25 to Sta. 174+38.25)

Shoring, Cribbing, etc.	All Req.		$ 15,000.00
Structural Excavation	1,000 cu.yd.	$ 5.00	5,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	5.00	500.00
Furnish 10" BP 42# Steel Piling	7,375 lin.ft.	5.00	36,875.00
Drive Steel Piles	226 only	60.00	13,560.00
Splice Steel Piles	50 only	30.00	1,500.00
Class "A" Concrete (2,530 cu.yd. $65.00)	All Req.		164,450.00
75' to 80' Type IV Prestressed Beams	29 only	1,950.00	56,550.00
80' to 85' Type IV Prestressed Beams	31 only	2,000.00	62,000.00
Metal Reinforcement (545,000 lb. $0.12)	All Req.		65,400.00
Structural Steel (773,000 lb. $0.24)	All Req.		185,520.00
Metal Parapet Railing	1,270 lin.ft.	5.00	6,350.00
6-inch Standard Steel Pipe	130 lin.ft.	12.00	1,560.00
1-1/4 inch Electrical Conduit	1,300 lin.ft.	1.50	1,950.00
			$616,215.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 500.00
Relocate Private Road (Sta. 173)	All Req.		300.00
			$ 800.00
Utilities			
Work by UPRR Co.	All Req.		$ 6,065.00
Work by Portland General Electric Co.	All Req.		3,000.00
			$ 9,065.00
	Subtotal		$626,080.00
	10% Engr. & Cont.		62,608.00
	Total		$688,688.00

Length of Structure - - - 0.121 Mile

Federal Funds -	$633,000.00
State Funds -	55,688.00
	$688,688.00

COLUMBIA BLVD. AND UPRR OVERCROSSING STRUCTURE

Project No. I-5-6(39)307

Prestressed Concrete Beam Quantities

75'-80' Beams

Overhead			$ 100.00
Class "AA" Concrete	17.0 cu.yd.	$50.00	850.00
Metal Reinforcement	1,740 lb.	0.12	208.80
Prestress Steel	2,030 lb.	0.40	812.00
			$1,970.80

80'-85' Beams

Overhead			$ 100.00
Class "AA" Concrete	17.2 cu.yd.	$50.00	860.00
Metal Reinforcement	1,770 lb.	0.12	212.40
Prestress Steel	2,070 lb.	0.40	828.00
			$2,000.40

COLUMBIA BLVD. AND UPRR OVERCROSSING STRUCTURE

Project No. I-5-6(39)307

Estimated cost of work by Union Pacific Railroad Company.

Furnish labor and material for temporary and permanent rearrangement of signal and communication lines................	$5,815.00
Furnish labor and material for rearrangement of right of way fences............	$ 250.00
	$6,065.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(39)307

COLUMBIA BLVD. AND UPRR OVERCROSSING STRUCTURE
ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 5, 1963

Type Code X531
Columbia Blvd. & UPRR O'Xing (Sta. 168+00.25 to Sta. 174+38.25)

Shoring, Cribbing, etc.	All Required		$ 15,000.00
Structural Excavation	1,000 cu.yds.	$ 5.00	5,000.00
Structural Excavation Below Elevation Shown	100 cu.yds.	5.00	500.00
Furnish 10" BP 42# Steel Piling	7,375 lin.ft.	5.00	36,875.00
Drive Steel Piles	226 only	60.00	13,560.00
Splice Steel Piles	50 only	30.00	1,500.00
Class "A" Concrete (2,530 cu.yd. $65)	All Required		164,450.00
75' to 80' Type IV Prestressed Beams	29 only	1,950.00	56,550.00
80' to 85' Type IV Prestressed Beams	31 only	2,000.00	62,000.00
Metal Reinforcement (545,000 lbs. $0.12)	All Required		65,400.00
Structural Steel (773,000 lbs. $0.24)	All Required		185,520.00
Metal Parapet Railing	1,270 lin.ft.	5.00	6,350.00
6-inch Standard Steel Pipe	130 lin.ft.	12.00	1,560.00
1½-inch Electrical Conduit	1,300 lin.ft.	1.50	1,950.00
			$616,215.00
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
Relocate Private Road (Sta. 173)	All Required		300.00
			$ 800.00
Utilities Work by UPRR Co.	All Required		$ 6,065.00
	Subtotal		$623,080.00
	10% Engr. & Cont.		62,308.00
	Total		$685,388.00

Length of Structure - - - - - - - - - - - 0.121 miles

Federal Funds -	$630,000.00
State Funds -	55,388.00
	$685,388.00

PRESTRESSED CONCRETE BEAM QUANTITIES

75' - 80' Beams

Overhead				$ 100.00
Class "AA" Concrete	17.0	cu.yds.	$50.00	850.00
Metal Reinforcement	1,740	lbs.	0.12	208.80
Prestress Steel	2,030	lbs.	0.40	812.00
				$1,970.80

80' - 85' Beams

Overhead				$ 100.00
Class "AA" Concrete	17.2	cu.yds.	$50.00	860.00
Metal Reinforcement	1,770	lbs.	0.12	212.40
Prestress Steel	2,070	lbs.	0.40	828.00
				$2,000.40

COLUMBIA BLVD. & UPRR OVERCROSSING

Project No. I-5-6(39)307

Estimated Cost of Work by Union Pacific RR Company:

Furnish labor and material for temporary and permanent rearrangement of signal and communication lines	$ 5,815.00
Furnish labor and material for rearrangement of right of way fences	$ 250.00
	$ 6,065.00

RECEIVED
MAY 18 1965
FOR FILING

6233

May 17, 1965

The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $10,103.36 will be made to Peter Kiewit Sons' Company on Contract No. 6233 for Columbia Boulevard and Union Pacific Railroad Overcrossing on the Minnesota Freeway Section of the Pacific Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $550,414.53 including the post-final payment. Of the total $1,317.40 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington

C. H. Maison
Attn: John Herr

RECEIVED
AUG - 5 1964

FOR FILING
I-5-6(29)307

August 5, 1964

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yoon Bldg.,
Portland 4, Oregon

Gentlemen:

On July 7, 1964, we wrote to you concerning release of final payment on contract #6233, awarded to Peter Kiewit Sons' Co., for the Columbia Blvd., & UPRR Overcrossings on the Minnesota Freeway Section of Pacific Highway in Multnomah County.

Final payment on this contract is $8,865.50 and the total contract amount is $540,311.17, including $1,317.40 for work performed under force account. The amount of $17,000.00 is being retained to cover anticipated railroad flagging which is chargeable to the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver, Washington

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUL 7 1964

FOR FILING

[illegible]

6233

July 6, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 4 on Contract No. 6233. The contract was with Peter Kiewit Sons' Company and was for work on the Columbia Boulevard and U.P.R.R. Overcrossing on the Minnesota Freeway Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 6, 1964, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
MAY 22 1964
FOR FILE

[illegible]

FORM E-128
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 20, 1964

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Estimated Completion Date
Columbia Boulevard and UPRR Overcrossing
Pacific Highway - Multnomah County
Contract No. 6233
Project No. I-5-6(39)307
YOUR FILE: D 322 - 0 - 15

Gentlemen:

This is in reply to your letter of May 14, 1964, in which you request information regarding the above subject.

Our Metropolitan office advises that they anticipate work to be completed on this project by June 15, 1964. Therefore, it appears that the Agreement dated August 9, 1962 will not require an extension of the completion date as set forth therein.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: P. M. Stephenson
I. D. Merchant
F. B. Klaboe
Wm. Ikola
Jack Hesla

NOTED
P. M. STEPHENSON

RECEIVED
MAY 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. Johnson
~~G. H. BAKER~~
SUPERINTENDENT
OREGON DIVISION

2529 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MAY 14, 1964

File Ref. D 322 - 0 - 15

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Agreement dated August 9, 1962 between the State of Oregon and our Companies, covering construction of the Minnesota Freeway overpass at Mile Post 7.45 on Railroads' Kenton Line near Portland, provides in Section 2(f) for completion of the work by AUGUST 8, 1964.

Will you kindly advise if the State expects to complete its work on the project by this date or if an extension to the time for completion will be required.

Yours very truly,

W. G. Johnson

Copies to:
PM Stephenson
I D Merchant
F D Morgan
F B Klaboe
Wm. Ikola
Jack Hesla

CONSTRUCTION DIVISION
RECEIVED
MAY 18 1964
NOTED- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

RECEIVED
APR 28 1964
FOR FILING

March 6, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised project agreement estimate for the Columbia Blvd. and UPRR Overcrossing Structure, Project No. I-5-6(39)307.

The estimate has been revised to eliminate the work retained in PS & E Status as reimbursement for the Portland General Electric Company utility adjustment will not be claimed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RWC:er

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(39)307

COLUMBIA BLVD. AND UPRR OVERCROSSING STRUCTURE

ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Revised project agreement estimate. Based on low bid prices. Estimate revised to eliminate all work which was retained in PS & E Status. Not as a basis for modification.)

Salem, Oregon March 6, 1964

Type Code X571
Columbia Blvd. & UPRR O'xing (Sta. 168+00.25 to Sta. 174+38.25)(Contract No. 6233)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	1,000 cu.yds.	$ 2.25	2,250.00
Structural Excavation Below Elevation Shown	100 cu.yds.	5.00	500.00
Furnish 10" BP 42# Steel Piling	7,375 lin.ft.	3.60	26,550.00
Drive Steel Piles	226 only	50.00	11,300.00
Splice Steel Piles	50 only	32.00	1,600.00
Class "A" Concrete (2,530 cu.yds. $65.00)	All Required		145,000.00
75' to 80' Type IV Prestressed Beams	29 only	1,500.00	43,500.00
80' to 85' Type IV Prestressed Beams	31 only	1,600.00	49,600.00
Metal Reinforcement (545,000 lbs.)	All Required		65,000.00
Structural Steel (773,000 lbs.)	All Required		155,000.00
Metal Parapet Railing	1,270 lin.ft.	4.00	5,080.00
6-inch Standard Steel Pipe	130 lin.ft.	10.00	1,300.00
1-1/4 Inch Electrical Conduit	1,300 lin.ft.	1.25	1,625.00
			$518,305.00
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
Relocate Private Road (Sta. 173)	All Required		300.00
			$ 800.00
Utilities			
Work by UPRR Co.	All Required		$ 6,065.00
	Subtotal		$525,170.00
	10% Engr. & Cont.		52,517.00
	Total		$577,687.00

Length of Structure - - - - 0.121 mile
Federal Funds - $531,000.00
State Funds - 46,687.00
$577,687.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939.

COLUMBIA BLVD. & UPRR OVERCROSSING

Project No. I-5-6(39)307

Estimated cost of work by Union Pacific Railroad Company.

Furnish labor and material for temporary and permanent rearrangement for signal and communication lines.	$5,815.00
Furnish labor and material for rearrangement of right of way fences.	250.00
	$6,065.00

RECEIVED
OCT 29 1963
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

[illegible]
6233 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 24, 1963

Peter Kiewits Sons' Company
P. O. Box 1777
Vancouver, Washington

Re: Steel Erection on Columbia
Boulevard Overcrossing
Contract: 6233
Prefix: 626-1091
Br. No: 8882

Gentlemen:

This is to advise you that Union Pacific Railroad Company has given verbal approval for the erection of steel over their tracks on your Columbia Boulevard Project. They also request that you coordinate your work with their representative on the job, and that you have standby power available in the event of a mishap.

Very truly yours,

Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/mw

cc: Peter Kiewit Sons' Company
Mr. P. M. Stephenson
Mr. Ivan D. Merchant
Mr. William Ikola

RECEIVED
OCT 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

October 18, 1963

Mr. Al Rear
Oregon State Highway Dept.
5821 N. E. Glisan St.,
Portland 13, Oregon

Dear Sir:

On Wednesday, October 23, 1963 we will be erecting steel girders over the U.P.R.R. tracks at Columbia Blvd. & Minnesota Freeway. We will always have adequate clearance, e.g. 10' from the center of the tracks and 22'6" above the tracks. The time required to place one girder and safety it off will be approximately 30 minutes. The first girder placed will be braced and tied off with wooden shores and 3-ton coffing hoists. All sucessive girders will be attached to the preceeding girders with their permanent braces.

We will cooperate with the U.P.R.R. in our scheduling of this work so as to eliminate any delays to their train service.

Very Truly Yours,
Don L. Cooney, Inc.

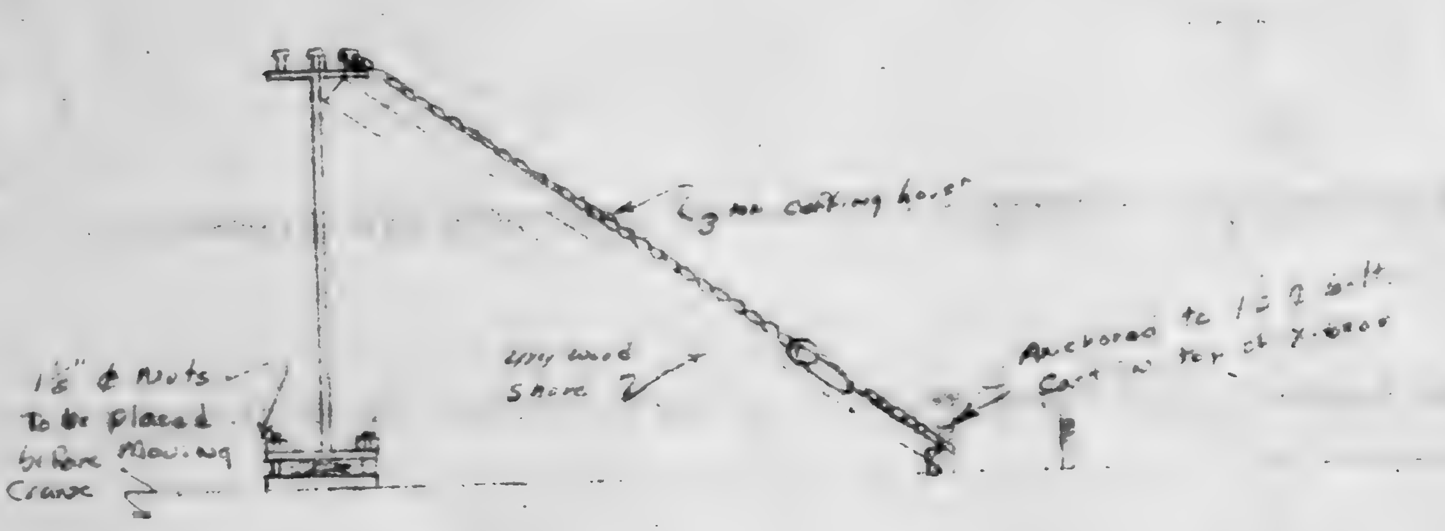
Walt McHugh

Walt Mc Hugh, Engr.

BY .... DATE .... SUBJECT .... SHEET NO. .... OF ....

CHKD BY .... DATE .... JOB NO. ....

Note - Temporary hold on method
for erection of 1st Steel Girder
at Span [illegible]
All remaining Girders will be held
with permanent braces.
Estimated time to hoist Girder
and install temp tie down is
½ hour.
Time this bracing will be in place
is approx [illegible]



RECEIVED
SEP 11 1963

FOR FILING

6233

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1962

SUBJECT: Foundation Recommendation
UPRR & Columbia Blvd. O'Xing
Bridge No. 8882 - Sta. 170
Minnesota Freeway
Portland
Multnomah County

To: Ivan D. Merchant
Bridge Engineer

OFFICE

Location: This proposed overcrossing structure is located on the north side of the City of Portland in the NW¼ of the SE¼ of S 10, T 1 N, R 1 E, W.M. about midway east and west between Denver and Vancouver Avenues where Columbia Blvd. passes under the UPRR Main line.

Foundation Material: This proposed overcrossing structure is located at the north edge of the Portland Terrace material on the south border of the recent alluvial deposit area of the Columbia River. The upper 25 to 30 feet of the natural soil profile is uniformly deposited loamy very fine sands, high in silt, with a moisture content above the water table (± Elevation 15) approximating the plastic limit. Below this loose surface mantle of alluvial soil is the very compact sandy phase of the Portland Terrace gravels encountered near elevation 7 at Bent no. 1 and elevation 31 at Bent no. 8. This gravel is very compact and from past experience, we have found that it offers almost point bearing support for either steel "H" or displacement type piling.

Fill Material: The 25-30 foot fills will most likely be built of loamy fine sands and sandy gravels taken from the road cuts south of Sta. 180. This material, well compacted, will offer definite resistance to displacement type piling.

Recommendation: Two types of piling supports are suggested. The end bents to be supported by Steel "H" piling driven through the well compacted fills into the underlying firm Portland Terrace gravels. Bearing capacity of between [illegible] and [illegible] tons is recommended for these piling.

The intermediate bents (Bents 2 to 7, inclusive) may be supported by treated timber piling driven to a load carrying capacity of 24 tons.

NOTED
P. M. STEPHENSON

The following table is suggested for consideration and indicates the type of piling suggested and approximate elevations for both the bottom of the footings and the pile tips and a suggested design bearing capacity:

Bent			Elevation		
No.	Stl "H" tip	Piling Type	Footing	Tip	Bearing
1	+2 ±5'	Steel "H"	+68	±5'	55 tons
*2	0 ±5'	Treated Timber	31	+6 ±5'	24 tons
3	0 ±5'	Treated Timber	29	+6 ±5'	24 tons
4	0 ±5'	Treated Timber	27	+6 ±5'	24 tons
5	0 ±5'	Treated Timber	30	+7 ±5'	24 tons
6	10 ±5'	Treated Timber	36	+18±5'	24 tons
7	23 ±5'	Treated Timber	46	+27±5'	24 tons
8	27 ±5'	Steel "H"	76	+27±5'	55 tons

1/16/63
Chief

W. C. Hill
Foundation Engineer

WCH:dl

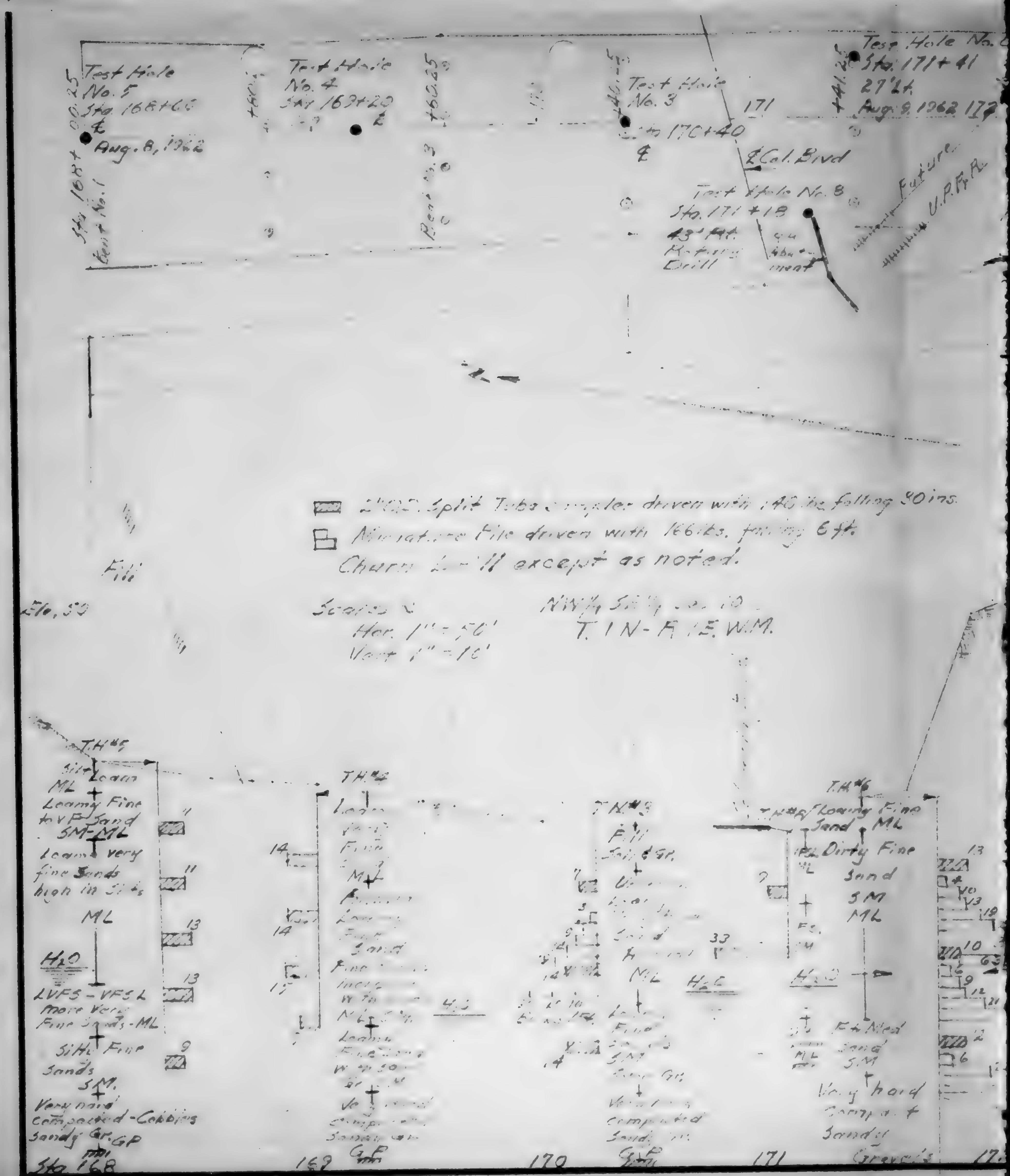
Attached: Dwg. No. 8882-F

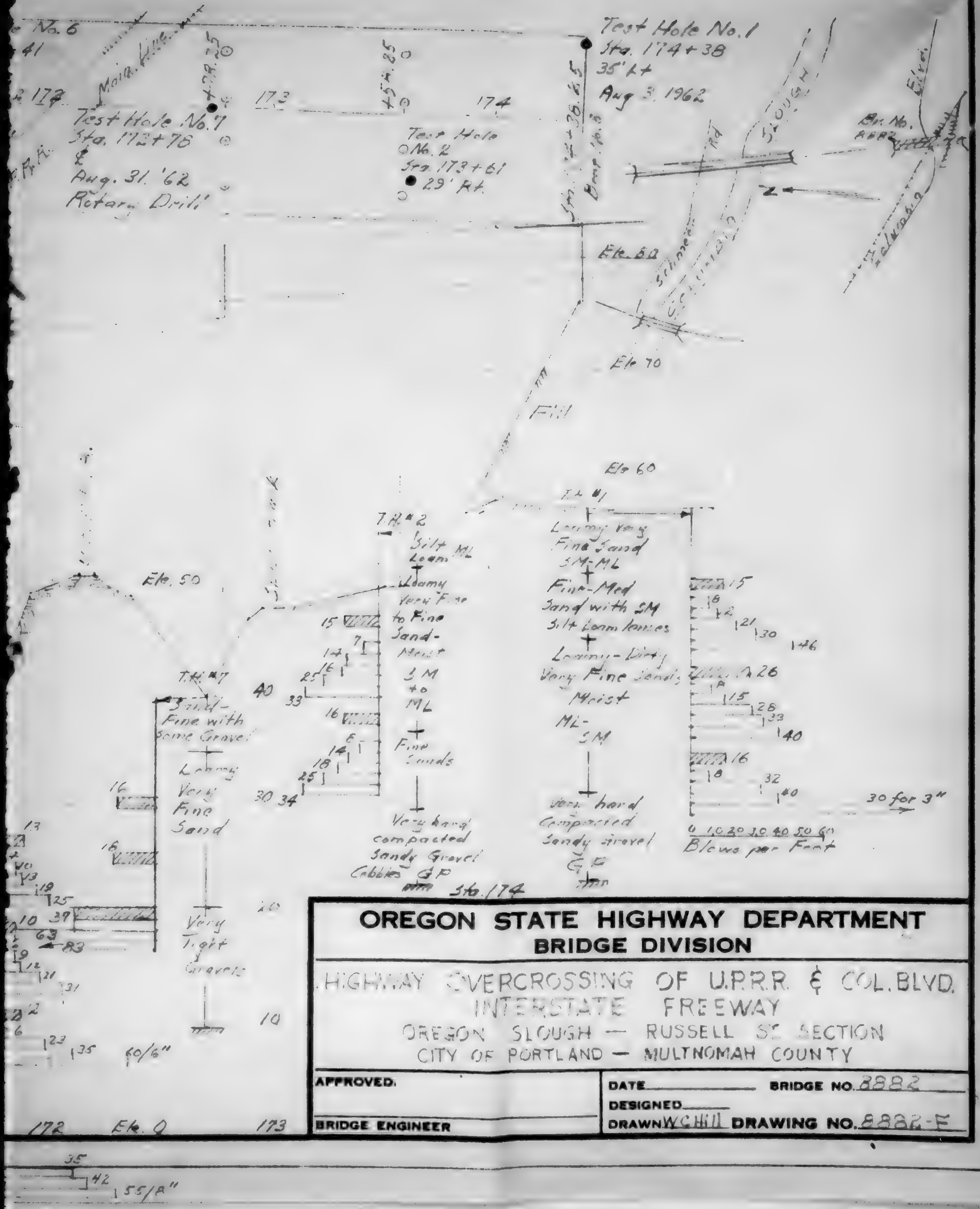
cc: E. G. Ricketts
T. C. Roake
Resident Engineer
Division Engineer

* Note:

Counterbalance area. Special requirement to drive through any counterbalance material to underlying strata.

IDM

Test Hole No. 5
Sta. 168+66
℄
Aug. 8, 1962
Sta. 168+00.25
Bent No. 1
Test Hole No. 4
Sta. 169+20
℄
+60.25
Bent No. 3
Test Hole No. 3
Sta. 170+40
℄
171
Test Hole No. 6
Sta. 171+41
27' Lt.
Aug. 9, 1962
℄ Cal. Blvd
Test Hole No. 8
Sta. 171+18
43' Rt.
Rotary Drill
Abutment
Future
U.P.R.R.
Fill
Elev. 50
2" O.D. Split Tube sampler driven with 140 lbs falling 30 ins.
Miniature Pile driven with 166 lbs. falling 6 ft.
Churn Drill except as noted.
Scales:
Hor. 1" = 50'
Vert. 1" = 10'
NW¼ Sec. 10
T. 1 N - R. 1 E. W.M.
T.H.#5
Silt Loam
ML
Loamy Fine to V.F. Sand
SM-ML
Loamy very fine Sands high in Silts
ML
H₂O
LVFS - VFSL
More Very Fine Sands - ML
Silty Fine Sands
SM
Very hard compacted - Cobbles Sandy Gr. GP
4
11
13
13
9
T.H.#4
Loam
ML
Fine
Sand
Loamy Fine Sand
with Gr.
Very hard compacted Sandy Gr.
GP
14
14
17
43
T.H.#3
Fill
Sand & Gr.
ML
H₂O
Sandy Gr.
Very hard compacted Sandy Gr.
GP
7
3
33
T.H.#8
ML
H₂O
9
T.H.#6
Loamy Fine Sand
ML
Dirty Fine Sand
SM
ML
Fine Med Sand
SM
Very hard Compact Sandy Gravels
13
10
13
10
9
12
6
Sta. 168
169
170
171



OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

HIGHWAY OVERCROSSING OF U.P.R.R. & COL. BLVD.
INTERSTATE FREEWAY
OREGON SLOUGH — RUSSELL ST. SECTION
CITY OF PORTLAND — MULTNOMAH COUNTY

APPROVED:

BRIDGE ENGINEER

DATE ______ BRIDGE NO. 8882
DESIGNED ______
DRAWN W.C.Hill DRAWING NO. 8882-F

RECEIVED
JUN 26 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr. June 4, 1963
Salem, Oregon

By:

A. W. Parsons, Division Engineer G. R. Brooks
08-35.2-0 Salem, Oregon District Engineer

Oregon Project I-5-6(39)307
Columbia Blvd. & U.P.R.R. O'xing
Minnesota Freeway Section
Portland General Electric Company Utility Adjustment

Our memorandum dated February 18, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated February 28, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated May 8, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated May 27, 1963.

Our program memorandum dated February 15, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective February 14, 1963. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

[illegible]
JUN 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
cc Morgan
6-5-63

FORM E-123X 50M 8-62

RECEIVED
MAY 2 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-5-6(39)307

6233

April 30, 1963

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 N.E. Cottage St.
Salem, Oregon

Re: Columbia Blvd. & UPRR O'Xing
Contract No. 6233
FAP No. I-5-6(39)307

Dear Mr. Parsons:

Peter Kiewit Sons' Company started work on the Columbia Boulevard and Union Pacific Railroad Overcrossing of the Minnesota Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6233, Federal-aid Project No. I-5-6(39)307, on April 26, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: C. H. Maison
L. H. Young
Floyd Query
D. B. Parkes

NOTED
FLOYD QUERY

RECEIVED
MAR 25 1963
FOR FILING

6235

March 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of easement agreement from the Union Pacific Railroad Company, File No. 32945, dated January 29, 1963, relative to construction of the Columbia Blvd. and UP Railroad Overcrossing Structure, Project No. I-5-6(39)307.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ib

8

RECEIVED
MAR 21 1963

FOR FILING
I5-6(37)307
6233

March 20, 1963

Mr. O. W. Ryan
Manager of Properties
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Dear Mr. Ryan:

Your File: 1150-637 A

Acknowledgment is made of the receipt of an easement for a highway structure over your Kenton line at Mile Post 7.45. This is in connection with the Minnesota Freeway Section of Interstate Route 5.

Our Right of Way Division will notify you when the instrument has been placed on record.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm

cc Mr. Forrest Cooper
Mr. Floyd Query (with Xerox copy)
Mr. E. F. Saling (with original easement)

RECEIVED
MAR 1 9 1963

FOR FILING

6233

477 Cottage Street, N. E.
Salem, Oregon

March 14, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project I-5-6(39)307
Columbia Blvd. & UPRR O'xing Minnesota Freeway Section
Structure

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6233 to Peter Kiewit Sons Company of Omaha, Nebraska, low bidder in the amount of $518,305.00 at the March 12, 1963 bid opening.

Mr. Litchfield's March 7, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our February 18, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

As noted in the second paragraph of your Staff Attorney's letter of February 28, 1963, the structure requires the moving of two power poles, one of which is located on private property. Previously submitted right of way maps indicate that both poles are located on public road right of way. When requesting authorization to proceed with the adjustment, please verify by sketch, the pole location and property ownership at the pole site in question.

RECEIVED
MAR 1 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Original To Young
Copy To Morgan
3-19-63

RECEIVED
FEB 28 1963

FOR FILING

I-5-6(39) 7

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr. February 18, 1963
Salem, Oregon

By:

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project I-5-6(39)307
Columbia Blvd. & U.P.R.R. O'xing
Minnesota Freeway Section
Structure

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that all relocations are either completed or in the process of completion as indicated in Mr. Wright's February 11, 1963 letter.

Authorization to advertise is given with the understanding that you will make any corrections found necessary following completion of our review of the plans and special provisions.

For the prestressing reinforcement on the structure, the use of 7/16" or 1/2" diameter, 7-wire strands with ultimate stress of 270 k.s.i. is approved as an alternate for this specific project.

The agreement, file No. 32495, dated August 9, 1962, with the Union Pacific Railroad Company was approved by this office on January 4, 1963. You are authorized to proceed with railroad work included in the project upon submission of written evidence that design plans have been approved by the railroad company.

Your February 11, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

NOTED
LLOYD P. SHAW

original To Young
Copy To Clifford
2-27-63

26-3414 Remodeling existing office bldg. 1963
at N.E. Glisan St. & N.E. 58th Ave.
#6234 in Portland

RECEIVED
OCT 2 1963

FOR FILING

80M—10-62 46823

26-3414

6-24

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1963

SUBJECT: East Portland Office Building
Fire Loss

To: Mr. G. E. Rohde
Assistant Counsel
Building

$27,692.94 has been expended to date for repairing the fire damage to the East Portland office building. It is possible that there may be some delayed charges that have not been reported on our books, and it was our intention to bill the State Restoration Fund after closing our September cost records.

However, as requested in your memorandum of September 16, we will withhold this billing until you advise us of the outcome of the litigation against the Oregon Building Maintenance Service.

C. H. Maison
Controller

CHM:jc

cc: Tom Edwards
E. S. Hunter
A. E. Johnson
J. G. Herr

NOTED
TOM EDWARDS

RECEIVED
SEP 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 2 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 16, 1963

SUBJECT: Fire in East Portland Office Building - 5821 N. E. Glisan St. December 14, 1962

To: Mr. C. H. Maison
Auditor

BUILDING

This is to confirm our telephone conversation on September 16. We understand that steps have been initiated to collect our damage resulting from this fire from the State Restoration Fund, with the understanding that we will attempt to collect from Oregon Building Maintenance Service and reimburse the Restoration Fund.

If it becomes necessary to litigate the third party claim against the outside maintenance firm, as seems probable, our tactical position will be somewhat better if we have not collected the amount of the damage from any source.

Accordingly, this is to request that appropriate steps be taken to delay the transfer of any moneys from the State Restoration Fund to this department for this loss, until the third party claim has been disposed of.

G. E. ROHDE
Asst. Counsel

NOTED
TOM EDWARDS

GER:ks

cc: Mr. Tom Edwards
Mr. E. S. Hunter
Mr. A. E. Johnson

RECEIVED
SEP 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 1963

FOR FILING

September 5, 1963

Wells-Reed-Wood-West Co.
412 Failing Building
Portland 4, Oregon

Gentlemen:

On August 14, 1963, we wrote to you concerning release of final payment on Contract No. 6234, awarded to Beebe Construction Co., for the Portland Office Building Remodeling, Multnomah County.

Final payment on this contract is $14,801.50 and the total contract amount is $46,941.00. No work was performed under force account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Great American Insurance Co.
Bond Department
320 California Street
San Francisco 4, California

Great American Insurance Co.
Portland Service Office
407 Failing Building
Portland 4, Oregon

Beebe Construction Co.
2134 North Flint
Portland 17, Oregon

C. H. Maison
Attn.: John Herr
fp

NOTED ON CARD

RECEIVED
AUG 14 1963

FOR FILING

26 3414

6234

9

August 13, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 7 on Contract No. 6234. The contract was with the Beebe Construction Company for remodeling the East Portland Office Building in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 13, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
APR 16 1963

FORM [illegible]

FOR FILING

[illegible]

6234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1963

SUBJECT:

To: D. B. Parkes
Contract Payments

OFFICE

Beebe Construction Company began work on the East Portland Office Building Remodeling project in Multnomah County, Contract No. 6234, on April 11, 1963.

Ivan D. Merchant
Bridge Engineer

dl

~~cc:~~ Floyd Query

NOTED ON CARD

NOTED
FLOYD QUERY

RECEIVED
MAR 15 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

[illegible]

[illegible] — Beebe Const. Co.,
2134 North Flint
Portland 17
Oregon

Gentlemen:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6234 for the following project:

Remodeling office building at NE Glisan St., and NE 58th Ave., in Portland, Multnomah County.

This award was based on your low bid of $44,935.00 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: I. D. Merchant
L. H. Young
R. G. Savage (SIAC)
F. D. Morgan

RECEIVED
JAN 31 1963
FOR FILING

[illegible]

[illegible]

January 30, 1963

Lorentz Brunn Co.
3636 S.E. 20th Avenue
Portland 2, Oregon

Gentlemen:

In reading bids submitted on January 29, 1963, we noted that your proposal to remodel the East Portland Office Building the amount of your bid was shown only on the "Proposal Page 11". On this page the bidder is to insert his name and the amount of the bond which is 5% of the amount bid. The amount of the bid should have been inserted on what would have been Page 8 under "Iten No. 1" and the "Total Amount of Bid".

We mention this as there is a provision in the proposal concerning irregularities in bidding that might cause the rejection of the proposal.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: G. Rohde

RECEIVED
JAN 29 1963

FOR FILING

26-2411

1.234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland
January 24, 1963

SUBJECT: Portable Electric Heaters
Banfield Office Building

To:
Mr. E. S. Hunter
Field Maintenance Engineer
Salem

Attention: H. W. Hughlett

Reference is made to your letter of January 18, 1963 regarding portable heaters in the Banfield office building, Portland.

Mr. E. E. Johnston, D.M.S., has advised this date that the use of all portable electric heaters has been discontinued, and they have been placed in storage.

A. E. Johnson
Division Engineer

AEJ/lh

cc: Tom Edwards ✓
E. E. Johnston
Fred Klaboe
R. V. Cotton

NOTED
TOM EDWARDS

RECEIVED
JAN 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 24 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1963

SUBJECT: Fire Damage at Banfield Building

To:

Leonard I. Lindas
Chief Counsel

Atten: Alan Johansen
Staff Attorney

As you will recall, a fire occurred in the Banfield Building December 15, 1962, which caused considerable damage to the area occupied by the Metropolitan Engineer's offices. Upon the advice of Mr. Johansen that the insurance carrier for the Janitorial Service had denied any responsibility, we have instructed our state bridge crews to make the repairs. When repairs have been completed, we will submit a claim through regular channels to the State Restoration Fund for our repair costs.

The Fire Marshal's report indicates negligence on the part of the janitors and it is therefore requested that the Legal Division notify the insurance carrier for the janitorial service that we are preparing to take such steps as are necessary to enforce collection from them of the repair costs so that the Restoration Fund may be reimbursed.

I. A. DeFrance
Maintenance Engineer

By E. S. Hunter

E. S. Hunter
Field Maintenance Engineer

ESH:ib

cc: Tom Edwards ✓
A. E. Johnson

NOTED
TOM EDWARDS

RECEIVED
JAN 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1963
FOR FILING

26-3414

9-34

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 18, 1963

SUBJECT: **Portable Electric Heaters
Banfield Office Building**

To:

A. E. Johnson
Division Engineer
PORTLAND

Due to results found in investigating the cause of the fire in the Banfield Office Building in Portland, it was very evident the cause of the fire was the result of a portable electric heater.

A directive has been issued by Mr. Edwards that all portable electric heaters are to be removed from the building immediately.

Mr. E. E. Johnston is requested to advise and check the Motor Vehicle and P. U. C. Departments.

E. S. Hunter
Field Maintenance Engineer

By H. W. Hughlett
H. W. Hughlett
State Bridge Superintendent

HWH/nf
cc. Tom Edwards
E. E. Johnston
Fred Klaboe
R. V. Cotton

NOTED
TOM EDWARDS

RECEIVED
JAN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1963
FOR FILING

26-3414
[illegible]4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland
January 16, 1963

SUBJECT: Portable Heaters
Banfield Building

To: Mr. E. K. Johnston
District Maintenance Supt.
Portland

Reference is made to your report of January 15, 1963 submitting a list of portable heaters in the Banfield Building.

Yesterday I was advised by Mr. S. N. Mayhew that a baseboard-type electrical heater had been installed in his office and that the portable electric heaters previously used would be removed and stored.

It is requested that you contact the remaining departments you have indicated still have portable electric heaters and have these heaters removed.

I have discussed this with Mr. Tom Edwards, who indicated that we are not wishing personnel to work under cold conditions, and on receipt of a copy of the list of heaters you submitted will request Mr. Horton Hughlett to investigate if additional acceptable heat units should be installed or the existing heating revised. Our recent fire at the Banfield Building has indicated, however, that we cannot tolerate the use of miscellaneous portable electric heaters which in many cases may not be safe.

Original Signed by A. E. Johnson
A. E. Johnson
Division Engineer

AEJ/lh
cc: Tom Edwards
F. B. Klaboe
S. N. Mayhew

NOTED
TOM EDWARDS

RECEIVED
JAN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

January 15, 1963

SUBJECT: Portable Heaters in Banfield Building

To:

Mr. A. E. Johnson
Division Engineer
Portland, Oregon

You asked me to give you a report on the number of portable electric heaters in the Banfield Building.

As of January 7, 1963, there were portable electric heaters as follows:

Highway Department (Resident Engineer's)	1	- Removed
Highway Department (Right of Way Offices)	4	- To be removed
Motor Vehicle's Department	2	
Driver's License Department	3	
Telephone Operator's Switchboard Room	1	
P.U.C. in hallway	2	
Total portable electric heaters	13	

Motor Vehicle's Department also have one 2-burner electric plate and a toaster in their rest area. Also a refrigerator.

The Blind Commission have a 2-burner stove in operation behind the food counter in the recreation room.

P.U.C. has a coffey maker in the hallway.

Since this count, there has been an electric baseboard heater installed in Resident Engineer's office. This eliminates the one portable heater that was there on January 7 which is now in storage. Currently the total is twelve.

ORIGINAL SIGNED BY E. E. JOHNSTON
E. E. Johnston
District Maintenance Superintendent

EEJ:bdn

RECEIVED
JAN 18 1963

FOR FILING

26-1414

1334

Salem, Oregon
January 17, 1963

Prefix 7985-563
Fire Damaged Maintenance
Building at N.E. Glisan St.
and N.E. 58th Ave., Portland

Mr. I. A. DeFrance
Maintenance Engineer

OFFICE

We have been informed that the fire-damaged maintenance building at N.E. Glisan Street and N.E. 58th Avenue in Portland is to be repaired as a state force job under your supervision. In view of this, we have set up the following prefix:

7985-563 - - All work pertaining to fire
damage repair should be
charged to this prefix.

The reason for setting up this special prefix is in order that it will be convenient to determine fire damage costs and also convenient to prepare a detailed statement of costs to present to the Department of Finance for reimbursement from the State Restoration fund.

L. H. Young
Office Engineer

cc: R. L. Porter
Lloyd Shaw
C. H. Hinman (3)

RECEIVED
JAN 16 1963
FOR FILING

26-414

6234

FORM E-30 90M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1963

SUBJECT:

To:

MEMO TO THE FILE

A report of the damage which occurred to the Metropolitan Office on December 15 has been rendered by C. W. Stickney. Appended thereto are the reports of Harry White, Jr., District Chief, District No. 4 and Kenneth E. Johnson, Investigating Officer, both of the City of Portland Bureau of Fire.

The report indicates the high possibility that the electric floor heater placed on the davenport was the cause of the fire. However, I am advised by Mr. Johansen that his contacts with the Western Fire and Casualty Company, who write the coverage for the janitorial service, do not indicate an immediate willingness on their part to pay for the damage.

I have accordingly instructed Mr. Horton Hughlett to proceed with the repair of the building through the State Fire Restoration Fund and an attempt will be made to collect from the insurance company and reimburse the Restoration Fund.

Tom Edwards
Tom Edwards
Assistant State Highway Engineer

TE:jw

Attachment

cc Forrest Cooper (enc.)
P. L. Porter
I. A. DeFrance

Location:
5821 N. E. Glisan Date: 12-15-62 No. 2840

This fire appeared to originate in a ladies restroom, which was divided into two areas. One section was about a 12 x 15 lounge area and the second section a 12 x 6' toilet area.

The ceiling and upper half of walls were covered with painted combustible accoustical tile nailed onto wood studs and joists, the bottom part of walls were covered with raked 1/4" plywood.

There was a thermostat on the wall of the lounge area, set at 58°, which reportedly controlled the air conditioning and heating system. The door to the hallway appeared to have been closed during the fire. The burn pattern on the switch controlling the ceiling light indicated this switch was in the off position during the fire. The light switch in the toilet area was also in the off position. There were two light fixtures over the two wash basins in the toilet. These were well ventilated, open shade type and there was no indication of heavy charring behind these fixtures. There were two insulated pipes 1-1/2" or 3/4" between the studs above the wall above the basins. These appeared to be hot water pipes to the basins.

In the lounge area the charring spread up and out from a small wood frame lounge with wooden arms, the heaviest damage was to a back rest cushion. One arm of the lounge was burned off, the char in these wooden; wood members indicated this had been a very slow baking type fire. The dimension timbers in the attic area showed a faster char pattern with the char from 1/4 to 1/8" deep in most areas. It appeared that the lounge was involved in a slow smoldering combustion for 2 to 3 hours and that the attic area was involved in a free flaming combustion for about 20 to 30 minutes. A floor lamp reportedly located next to the lounge where the arm burned off was reportedly connected to the wall plug behind the lounge. Also, an electric heater that was on the lounge was connected to this same double outlet wall plug.

An examination of this heater showed it to be an open wire element heater with a small blower fan for air circulation, probably from 1000 to 1500 watts, the front motor bushing (brass) was stuck to the stell shaft and cusion fabric was burned onto the back of the heater. There was no tilt switch. On the back were two switches which appeared to control the fan, one for circulation and one for the heating element and the fan, there was no evidence to indicate this heater had as an integral part the usual bi-metal type of thermostat and there was no gap in the wiring where one could have been installed. The cord was burned in two, near the body of the heater with fused beads on the end, normally caused from an electric arc, an indication of electrical energy at this point. The burn pattern on the metal prong ends of the connecting cord did not indicate whether the heater was connected to the wall or not; however, the fused cord and other evidence indicates that it was. The contact points of the heater switch did not give definite indication of whether they were in an on or off position during the fire. On the previously mentioned floor lamp one of the lamp sockets indicated a lamp had been in place during the fire and the pattern on the extension cord prongs indicated the lamp was connected during the fire. The lamp shade appeared to have had a double fabric covering, part of this appeared to be a woven material, probably cotton. Wesley Fourmal, from the Highway Department Maintenance Division, who was filling in for the regular shift man, (Eddie Campbell) stated he checked the involved area early in the evening about 7:30 p.m. and finding the heater connected to the wall and in the on position, he disconnected it from the wall as per orders, (It reportedly was customary for the maintenance men to turn off these electric heaters at the heater=switch) but did not touch the switch on the heater. He also stated he left the floor lamp burning and switched the ceiling lights off in both rooms.

A previously mentioned employee of the Janitor Service Company reportedly placed a cold electric heater on a seat cushion of the lounge sometime prior to midnight so as to clear the floor for waxing.

From all information to date, it appears most probable that the smoldering combustion started in the back cushion of the lounge or between the back and seat cushions between 6:00 and 7:00 am., venting into the attic and breaking into a free flaming combustion

Location:
5821 N. E. Glisan Date: 12-15-62 No. 2840

shortly after 9:00 am. The latest anyone was known to be in or near this involved room was at about 2:30 a.m., leaving a period of about 4 hours between the time any person was in the area and the start of a smoldering combusion in the lounge.

One source of low temperature heat leading to ignition could have been the burning light globe of the floor lamp if the shade was askew in such a manner so that the fabric shade covering made contact with the light bulb, causing smoldering pieces of fabric to fall on the lounge. This action could conceivably take several hours to occur.

A second possible source of low temperature heat would be a lighted cigarette dropped between the back rest and seat cushions; however, this would have had to occur about 6:00 or 7:00 a.m., and so far as is known, no one was in this room at this time.

A third and most probable ignition source is that the portable electric heater was disconnected by Fournal, as he stated, by removing the plug from the wall rather than using the switch on the heater (as was customary). A floor waxer then placed this cold disconnected heater upright on the seat cushion. Some unknown person then probably replaced the heater plug in the wall outlet, possibly the wax crew in rearranging the room after completing the floor waxing, or possibly someone coming in early in the morning, not realizing this would activate the fan and heating element. The time element could be accounted for by the heater having been placed upright on the cusion and the settling of the cushion plus the small vibrations of the fan caused the heater to fall over backwards. This would block the air intake vents, prevent the normal dissipation of heat, and cause the heater to overheat and ignite the rear seat cushion only a few inches from the face grill of the heater.

2-2-R

PFD-300
10,000-1/61
REVISED

CITY OF PORTLAND, OREGON

DISTRICT CHIEF'S FIRE REPORT

BUREAU OF FIRE • FIRE PREVENTION DIVISION

FIRE NO. 2840

OUTSIDE CITY YES ☐

LOCATION 5821 NE Glisan St. TIME 9:28 [✓ A.M.] P.M. Date Dec. 15 1962

OCCUPANCY Office Building (East Portland Office of State Highway Dept.)

ALARM (Box, Ph. Box, Greater Alarm, Etc.) Ph Box 6319 (2nd alarm at 9:34 AM)

1. FIRE IN BUILDING DESCRIPTION OF

Name of occupant State Highway Dept. Phone BE 5-8911

Where was occupant at time of fire Bldg. closed for weekend

Height (Stories) 1 Type Const. Concrete Ground Floor Area 150 X 200

Nature of contents Office Equip. Contents burned Misc furnishings

Point of origin Women's Lounge Floor origin 1st

Ignition source (describe what appears to have happened) Portable electric heater

Materials ignited (at point of origin) [illegible]

Extent of spread in building Up wall into east attic

Estimated loss to building 23,000.00 contents 2000.00

Extended to adj. bldg. Yes ☐* No ☒ Extended beyond adj. bldg. Yes ☐ No ☒

*Address of other bldgs. or occupancies involved

CWS

*FORWARD SEPARATE REPORT FOR EACH OTHER BUILDING

2. MISC. AUTOS MOTORS ETC.

Describe what involved License No.

Cause of fire

Extent of fire

Name, Address of person involved

3. INTERVIEWS

Person Who Discovered Fire:

Name Mr. Emory Johnston (Dist. Maint. Supt.) Address

Persons Interviewed:

Name ditto Address

Name Mr. Jay B. Boyd (Metro. Office Engr.) Address

Name Mr. Al Johnson (Division Engr. - Bldgs.) Address

4. FALSE ALARM ESSENTIAL INFORMATION

Deliberate false alarm: Yes ☐ No ☐ Suspect apprehended: Yes ☐ No ☐

Name Address

Witness—Name Address

Witness—Name Address

Arrested: Yes ☐ No ☐ Arresting Officer

5. VALUES LOSSES INSURANCE

BUILDING	CONTENTS
[✓ Owner] Agent State of Ore. Highway Dept.	[✓ Owner] Agent State of Oregon Highway Dept.
Address Tel.	Address Tel.
Insurance Co.	Insurance Co.
Insurance Adjuster	Insurance Adjuster
Insurance Agent	Insurance Agent
No. of Co.'s Interested	No. of Co.'s Interested

		Values Involved	Loss or Damage	Insurance Thereon	Amt. Pd.
23,000	Bldg.				
2,000	Contents				
	Equipment				
25,000	TOTALS				

2

Citizens and Firemen

6. DEATH OR INJURY

Loss of life and/or personal injury: (If from fire, notify investigator) Hospital
Name, Address
Name, Address
Describe circumstances No known injuries

E.19-28-9
T.6
BC 4
E.12-7-25-23
T.10
SQ.1
RES.1
BC 5
Asst. Ch.

7. RESPONSE AND SERVICE RECORD

		APPARATUS								PERSONNEL	
		Chief	Pump	Manifold	Truck	Comp.	Squad	Boat	Rescue Other	On Duty	Off Duty
Responded		3	7	1	2		1		1	57	
Performed	Yes	3	5	1	2		1		1	47	
Service:	No		2							10	

Length of time required to place fire under control: — Hours 20 Minutes
Department Service 4 Hours 26 Minutes. (This shall be the period of time from receipt of the alarm until the last unit engaged thereat shall report in service.)
Investigator notified: Yes ☒ No ☐ Lt Ken Johnston
Forcible entry: Yes ☒ No ☐ Window ☐ Door ☒ Other ☐ Explain location and other circumstances
Forced door at main entrance on Glisan St.

8. TOTAL EQUIPMENT USED

No. of Extinguishers Used Size Type
No. of Hose Streams Used: 3½ 3 2½ 1½ 7 Booster
Total Ft. of Hose 2950 Pump Time 2:45
No. and Size of Ladders Used 1-12 2-20 1-24
No. of Salvage Covers Used - Stock Covers 18 Roof Covers Carpenter covered roof
No. of Sprinkler Heads Opened No sprinklers Replaced
Terpaper Used: Sq. Ft. Location
Portable Pump Used Time Used Hours Minutes

9. REMARKS

Building closed for week-end. Last known persons in bldg. probably were men from Oregon Bldg. Maintainance Co. waxing floors who probably left bldg about 2^{30} AM. Mr. Emory Johnston entered bldg. at 9^{28} AM, discovered the fire & called P.F.D. On arrival we found the east attic involved in fire & spreading into the larger west attic. Fire caused by portable electric heater setting on cushion of sofa in women's lounge. Mr. Al Johnson, the Division Engineer in charge of bldgs. in the Metropolitan area made a survey of damage & made a preliminary estimate of $25,000 loss. A fire stop or fire wall between attics would be advisable.

Forward within 72 hours one copy to Fire Marshal.

Signature Harry White Jr.
District Chief, Dist. No. 4

CITY OF PORTLAND - BUREAU OF FIRE

PRIVILEGED AND CONFIDENTIAL INVESTIGATION REPORT

DATE 12-15-62 TIME 9:27 AM FIRE No. 2840

1. LOCATION OF FIRE 5821 NE GLISON PHONE 235-8911

2. Use of Premises STATE OF OREGON DEPT OF MOTOR VEHICLES

3. Description of Premises 1-S-C

4. Estimate of Loss to Building $10,000. ; Contents $7,500.

5. Occupant STATE OF OREGON Res. Phone

6. Location and Activities Prior to Fire BUILDING WAS EMPTY

7. Insurance NO INSURANCE CARRIED BY STATE
(Amount, Agent, Adjuster, Company, Date of Policy)

8. Owner SAME Address Phone

9. Location and Activities Prior to Fire

10. Insurance
(Amount, Agent, Adjuster, Company, Date of Policy)(Policies)

11. Forcible Entry Prior to Fire ______ (yes), X (no) Details

12. Cash or Contents Missing? ______ (yes), X (no) Details

13. No. of Keys MANY ; In Whose Possession

14. Point of Origin DAVENO IN LADIES RESTROOM

15. Source of Ignition ELECTRIC HEATER

16. Materials Ignited DAVENO CUSHION

DISTRICT MAINTENANCE SUPERVISOR

CUSTODIAN

17. Persons Interviewed MR. EMERY JOHNSTON 2030 NE 57th, TI-3041, EDWARD CAMPBELL
DRIVER IMPROVEMENT ANALYST (Name - Address - Phone) ADMINISTRATIVE ASSISTANT
4332 SE 26th, BE 6-5217, FRANK FLEMING 5624 NE HOYT BE 5-2940, ROY KEIRSEY 17610 SE HAIG
IN CHARGE OF OREGON MAINT. CREWS
AL 4-3455, MR. DANIEL JOHANESEN 629 SE 160, AL 4-7008, VARIOUS OTHERS

18. Persons to be Interviewed FIVE MEMBERS OF WAX CREW FOR OREGON MAINT. CO.

19. Person Discovering Fire MR. EMERY JOHNSON DIST. MAINTENANCE SUPERVISOR

20. Weather Conditions Affecting Fire

21. Estimate of Time Fire Burned before Discovery 2 1/2 TO 3 HOURS

22. Photographs Taken X (yes), ____ (no); By DON THOMPSON

23. Evidence and Disposition of Same ELECTRIC HEATER AND CORD TO CHIEF STICKNEY

24. Suspects

25. Deaths - Civilian Injuries

26. Coroner Called by

27. Officer in Charge of Fire CHIEF DUNFORD

28. Officers Assisting in Investigation CHIEFS' DUNFORD AND WHITE

29. Should Investigation be continued? ____ (yes) ____ (no)

30. Conclusions - Remarks - Action Taken RESPONDED ON THE SECOND ALARM TO THE ABOVE FIRE SCENE. THE FIRE WAS NEARLY OUT ON ARRIVAL BUT THE BUILDING WAS STILL VERY SMOKEY. WAS SHOWN THE ROOM WHERE THE FIRE APPARENTLY STARTED BY A MEMBER OF ENGINE 28, PHIL GORMICK. LOOKING INTO THE ROOM IT WAS APPARENT HOW THE FIRE STARTED AND ALSO WHY. AN ELECTRIC HEATER WAS LYING DOWN BETWEEN THE BURNT CUSHIONS OF THE DAVENO IN THE LADIES RESTROOM AND THE CHAR AND SPREAD OF FIRE ~~FROM THERE~~ HAD GONE UP FROM THERE BURNING THE WOOD BACK OF THE DAVENO, THE PLYWOOD WALL WHICH EXTENDED ABOUT FOUR FEET UP. FROM THIS POINT UP WAS A PAINTED FIR-TEX TYPE OF WALL AND CEILING. THIS OF COURSE BURNT THROUGH

Kenneth E. Johnson
INVESTIGATING OFFICER

Page # 3

Fire # 2840

LOCATION 5821 NE GLISON DATE 12-15-62

ALLOWING THE FIRE TO EXTEND INTO THE LARGE VENTED ATTIC ABOVE. THE TWO X FOUR STUDS BEHIND THE DAVENO AND DIRECTLY ABOVE SAME WERE BURNT IN TWO. THE HEAVY BEAMS AND RAFTERS IN THE ATTIC FOR ABOUT FIFTEEN FEET ON EACH SIDE OF THE BURNED OUT AREA IN THE CEILING WERE CHARRED SHOWING ABOUT FOURTY-FIVE MINUTES BURN. (POSSIBLY THIS WHOLE DAMAGE COULD HAVE BEEN PREVENTED IF PLASTERED WALLS AND CEILINGS WERE IN THE ROOM INSTEAD OF FIR-TEX)

THIS DAVENO WAS AGAINST THE PLYWOOD WAND FIR-TEX WALL AND ON THE OTHER SIDE WITH A PASSAGE WAY THROUGH WERE THE SINKS AND RESTROOMS. AFTER LOOKING AT THIS AND SEEING THE WASTE BASKET SITTING UP ON THE SINK IT SEEMED APPARENT WHAT HAD HAPPENED. SOMEONE HAD BEEN CLEANING THE FLOORS AND HAD SET THINGS UP OUT OF THE WAY AND THE HEATER HAD BEEN SET ON THE DAVENO. EITHER THE SWITCH HAD BEEN KNOCKED ON OR THE THERMOSTAT HAD KICKED ON THE HEAT LATER AND THE FIRE DEVELOPED. THE CORD WAS BURNED OFF AT THE HEATER SHOWING BEADING INDICATING THAT IT WAS ENERGIZED AT THE TIME OF BURNING. THE CORD WAS ALSO IN THE OUTLET.

FIRST IN COMPANIES MADE A VERY FINE STOP ON THE FIRE AS IT HAD JUST STARTED TO GET THROUGH TO THE OTHER PART OF THE ATTIC AND IF IT HADN'T BEEN CHECKED AT THIS POINT AT THIS TIME THE WHOLE BUILDING WOULD HAVE BEEN INVOLVED.

MR. EMERY JOHNSTON, DISTRICT MAINTENANCE SUPERVISOR HAD LUCKILY JUST STOPPED IN TO MAKE A TELEPHONE CALL TO GIVE DIRECTIONS TO HIS FOREMAN FOR THE WORK DETAIL FOR MONDAY WHEN HE SMELLED THE SMOKE. MR. JOHNSTON STATED THAT HE HAD CHECKED ALL OFFICES AND FOUND NOTHING. HE THEN WENT UP THE STAIRS TO THE ATTIC AND SAW LOTS OF SMOKE AND WENT DOWN AGAIN AND TURNED IN THE ALARM. HE SAID AS HE WAS TURNING IN THE ALARM IT BECAME MUCH ~~LOTS~~ HOTTER.

MR. AL JOHNSON DIVISION ENGINEER IN CHARGE OF ALL STATE BUILDINGS SURVEYED THE DAMAGE AND GAVE AN ESTIMATE OF $25,000. THE APPARENT DAMAGE WAS FAR LESS BUT TELEPHONE INSTALLATIONS AND AIR CONDITIONING MACHINES WERE STATED TO HAVE BEEN INVOLVED WHICH POSSIBLY COULD RUN THE DAMAGE HIGHER. THESE WERE IN THE ATTIC OVER THE FIRE AREA. MR.

Kenneth E. Johnson
INVESTIGATING OFFICER

CITY OF PORTLAND - BUREAU OF FIRE

Page # 4

Fire # 2840

LOCATION 5821 NE GLISON

DATE 12-15-62

ROY E. WILDER WH O WORDS AT THE OREGON DEPARTMENT OF VEHICLES BLD. EVERY NIGHT FOR OREGON MAINTENANCE, STATED THAT HE WORKED LAST NIGHT UNTIL ABOUT 10:30 PM AND THEN HAD TO LEAVE BECAUSE THE WAX CREW WAS GETTING INTO HIS WAY. THE WAX CREW HE STATED USUALLY CONSISTS OF FIVE MEN AND THEY USUALLY WORK UNTIL ABOUT THREE AM. A GEORGE BOCKELL WAS IN CHARGE OF THE WAXERS AND HASN'T BEEN CONTACTED YET.

Kenneth E. Johnson

INVESTIGATING OFFICER

INVESTIGATION CONTINUED: 12-17-62

CI OF PORTLAND - BUREAU OF FI

Page #

LOCATION 5821 NE GLISON DATE 12-15-62 Fire # 2840

7 PM TIRED TO LOCATE THE OREGON BUILDING WAX CREW AND COULD NOT CONTACT ANY OF THE EXECUTIVE MEMBERS WHO WOULD HAVE THE IMFORMATION AS TO THEIR WHEREABOUTS. CALLED THEIR CALLING SERVICE CA2-2442 AND LEFT A MESSAGE FOR MR. BEV W. FISHER, A CO-OWNER, TO CALL.

10:05 PM RECEIVED A CALL FROM MR. FISHER AND ASKED HIM THE LOCATION OF HIS CREW AND HE STATED HE WAS NOT SURE BUT THAT ONLY TWO OF THEM WERE WORKING TONIGHT. MR. FISHER STATED THAT HE PUT ON EXTRA HELP FOR THE LARGER JOBS SUCH AS THE OREGON VEHICLE BUILDING. MR. FISHER STATED HE DIDN'T KNOW WHAT ALL THE COMMOTION WAS ABOUT, THAT HE HAD TALKED WITH THE CREW AND A BOY GLEN SINGLETON HAD ADMITTED PUTTING THE HEATER ON THE COUCH. HE SAID THAT THE BOY HAD STATED THAT THERE WAS NO USE LYING ABOUT IT, THAT HE WAS A GOOD WORKER AND THAT THE BOY HAD STATED THAT THE HEATER WAS COLD AT THE TIME. MR. FISHER SAID THAT THE WHOLE CREW WOULD BE TOGETHER TOMORROW EVENING FOR QUESTIONING BY THE STATE FIREMARSHAL ETC., AND THAT I COULD QUESTION HIM SOME MORE AT THAT TIME IF I SO DESIRED.

Kenneth E. Johnson

INVESTIGATING OFFICER

CITY OF PORTLAND - BUREAU OF FIRE

LOCATION 5821 NE GLISON DATE 12-15-62 Fire # 2840

5:30 PM CALLED AT OREGON BUILDING MAINTENANCE SHOP ON 2484 NW THURMAN AND CONTACTED THE WAX CREW THAT WERE IN THE STATE MOTOR VEHICLE BLD. THE MORNING OF THE FIRE. THE CREW CONSISTED OF FIVE MEN GLEN W. SINGLETON(30) 2324 NW JOHNSON ST CA 3-0586, GEORGE C. BOCKEL (58) FOREMAN, 2335 NW GLISON, ROBERT C. BAKER (30) 2185 NW JOHNSON #3, CA 3-3880, GERALD E. MICK (22) NW 23 & MARSHAL, DAVE R. GREIGHTON 19, 9319 SE 52nd CH 6-4061. THE LAST TWO FELLOW WORK ONLY ON WEEK-ENDS AND FRIDAY NIGHTS. THE ONLY TWO MEN IN THE ROOM IN WHICH THE FIRE OCCURRED WERE GLEN SINGLETON, WHO SET THE HEATER IN AN UPRIGHT POSITION ON THE COUCH. HE STATED IT WAS FACING OUT AND COLD TO THE TOUCH. MR. SINGLETON CLEANED THE FLOOR WHILE ROBERT C. BAKER WAXED IT LATER. GLEN STATED THAT HE CLEANED THE ROOM SETTING THE HEATER ON THE COUCH ABOUT EIGHT*FORTYFIVE PM. THE MAN WHO WAXED THE ROOM LATER ROBERT BAKER STATED THAT AFTER THE CREW GOT THROUGH, WHICH WAS AROUND 12:30 AM. THEY WENT TO A RESTAURANT TO HAVE SOMETHING TO EAT AND HE NOTICED HE HAD FORGOTTEN HIS JACKET AND HE BORROWED THE KEYS FROM GLEN SINGLETONS AND WENT BACK. HE STATED THAT HE WAS IN THE BUILDING ONLY ABOUT THREE MINUTES AND WENT RIGHT BY THE WOMENS ROOM BUT NOTICED NO SMOKE. THIS WAS ABOUT 2:45 AM.

THE FOREMAN GEORGE BOCKEL STATED THAT WHEN THEY LEFT ABOUT 12:30 AM THERE WAS A MAN BACK IN THE SHOP WELDING AND HE SAID TO HIM THAT THEY THOUGHT THEY WERE ALL ALONE AND THE MAN REPLIED THAT HE WAS JUST STARTING WORK.

MR. JIM PICKETT FROM THE STATE FIREMARSHAL'S OFFICE WAS PRESENT AND HE REMARKED THAT ROY E. WILDER FROM OREGON MAINTENANCE, WHO WORKS THERE EVERY NIGHT STATED THAT THE HEATER IN THIS ROOM INVOLVED WAS LEFT PLUGGED IN MOST OF THE TIME.

GLEN SINGLETON STATED THAT HE DID NOT USE THE FAN TO DRY THE FLOORS. FOREMAN BOCKEL STATED THAT THEY NEVER HAD TO BECAUSE OF THE LARGE AREA OF THE FLOORS THEY WERE ALWAYS DRY BY THE TIME THEY GOT TO THEM.

Kenneth E. Johnson
INVESTIGATING OFFICER

INVESTIGATION CONTINUED: 1-2-62

CIT. OF PORTLAND - BUREAU OF FIR

Page #

LOCATION 5821 NE GLISON DATE 12-15-62 Fire # 2840

INTERVIEWED RONALD C. ALLEY WHO WORKS FOR STATE HIGHWAY MAINTENANCE PATROL. MR. ALLEY WENT ON DUTY AT MIDNIGHT THE MORNING OF THE FIRE. HE STATES THAT HE WAS IN THE BACK WELDING A TRAILER HITCH BEFORE MIDNIGHT. RONALD ALLEY STATED THAT HE CAME INTO THE SHOP ABOUT 11:30PM AND WORKED ON THE TRUCK TRAILER HITCH UNTIL ABOUT 12 MIDNIGHT WHEREAS HE LEFT ON HIS HIGHWAY PATROL WITH HIS TRUCK. MR. ALLEY RETURNED AT 7:30 AM AND AGAIN ENTERED THE BUILDING, PARKED HIS TRUCK AND WENT HOME. HE STATED THAT WHEN HE FIRST CAME TO WORK HE NOTICED A STRANGE SMELL AND CHECKED AROUND THE BACK AREA AND FOUND NOTHING. HE STATED THAT THE FLOOR WAXING MEN WERE WORKING AT THE TIME AND HE THOUGHT THE SMELL WAS PROBABLY SOME OF THE FLOOR CLEANING MATERIALS THEY WERE USING. HES SAID HE DIDN'T CHECK UP FRONT AS THEY WERE WORKING UP THERE. RONALD ALLEY STATED THAT ONE OF THE WAX CREW CAME BACK THERE WHILE HE WAS WORKING AND SAID TO HIM," I THOUGHT WE WERE ALL ALONE", AND MR. ALLEY SAID NO, I'M JUST STARTING MY WORK. RONALD ALLEY STATED THAT THEY WERE STILL WORKING WHEN HE LEFT AT MIDNIGHT BECAUSE HE COULD HEAR THEM UP FRONT. MR. ALLEY STATES WHEN HE RETURNED AT 7:30 AM TO PUT THE TRUCK AWAY HE COULD STILL SMELL THE SAME STRANGE ODOR BUT DIDN'T THINK ANYTHING OF IT THIS TIME. HE SAID THAT HE DIDN'T SMELL ANY SMOKE AT ANY TIME. HE STATES THAT HE ALWAYS LOCKS THE DOORS UPON LEAVING.

RONALD C. ALLEY BORN 1938, MARCH 22, HAS LIVED IN OREGON ALL HIS LIFE. HIS PLACE OF RESIDENCE IS 705 CEDER, FAIRVIEW, OREGON, MO 5-8529. CHECKED THE CITY FIRE AND POLICE FILES AND ALSO THE COUNTY FIRE AND POLICE FILES AND FOUND NO RECORD OF ANY KIND.

Kenneth E. Johnson
INVESTIGATING OFFICER

RECEIVED
JAN 14 1963
FOR FILING

24-414

6-34

FORM 2-30X—50M—8-62

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 11, 1963

SUBJECT: Fire Damage Portland Office Building, Glisan St., Portland

To:

Leonard I. Lindas
Chief Council
BUILDING

Attention: Alan H. Johansen

In regard to your telephone report from Mr. Frank Scheibner, Insurance Adjuster for the Western Fire & Casualty Insurance Company in Portland, liability carrier for the Oregon Building Maintenance & Janitorial Service, as Mr. Scheibner at this time is denying any liability for their insured, we request that you proceed to file suit for collection of the fire damage to the Banfield Office Building in Portland.

Mr. W. L. Reagan of the Department of Finance & Administration has advised us that he has set up $35,000 from the Restoration Fund in the event damages cannot be collected from the insurance company on this claim.

We feel that further delay negotiating with the insurance company at this time is not justified due to disrupted offices involved and moved. It is imperative that an immediate contract be let to get the restoration under way.

E. S. Hunter
Assistant Maintenance Engineer

By H. W. Hughlett
H. W. Hughlett
State Bridge Superintendent

NOTED
TOM EDWARDS

HWH/nf
cc. Tom Edwards
A. E. Johnson
W. L. Reagan

RECEIVED
JAN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible]

December 26, 1962

Mr. Stanley Earl
Commissioner
CITY OF PORTLAND
City Hall
1220 S. W. Fifth Avenue
Portland, Oregon

Dear Commissioner Earl:

We wish to express our appreciation for the manner in which Chief White and the men under his command put down our recent fire. The men quickly and efficiently placed protective devices on our desks and bookcases which undoubtedly saved our personal effects and also the many records which this office controls. This efficient handling undoubtedly saved the State many thousands of dollars in the cost of replacement and the inability to replace many of these items.

We again wish to express our appreciation for a very valuable service.

Very truly yours,

F. B. Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc: Mayor Terry Schrunk
Forrest Cooper
A. E. Johnson

NOTED
FORREST COOPER

RECEIVED
DEC 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

F-152(9) S. Unit, Wasco-Moro Sec., 1963
Sherman Hwy. (Grad. & Pav.) [redacted]
#6235

C&A 2598
RR-599

RECEIVED
SEP 10 1965

FOR FILING

F-152(9)

[illegible]

September 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the S. Unit, Wasco-Moro Section of the Sherman Highway, Contract No. 6235, Project No. F-152(9), in Sherman County, was completed June 26, 1964.

This work was authorized by Order for State Work No. 6, dated August 1, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VO:ia

cc: R. N. Chase

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DEC 17 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 14, 1964

Mr. L. S. Matusek
3760 S. W. Jerald Court
Portland 1, Oregon

Dear Sir:

December 7th you called on me in my office regarding the additional deduction of $390.83 on final estimate for Contract No. ~~6325~~ 6235, Wasco-Moro Section in Sherman County, to cover State Forces patching for winter maintenance.

We wrote to Mr. Dean Swift, Division Engineer, for determination of the amount that should be charged for the work. A copy of his reply, indicating approval of the additional deduction, is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

DBP:mb:bjm

enc.

cc: L. P. Shaw ✓
L. H. Young

RECEIVED
DEC 8 - 1964

FOR FILING

December 8, 1964

Wells-Reed-Wood-West Co.
412 Failing Building
Portland 4, Oregon

Gentlemen:

On August 20, 1964, we wrote to you concerning release of final payment on Contract No. 6235, awarded to L. S. Matusek, for grading and paving the South Unit, Wasco-Moro Section of the Sherman Highway in Sherman County.

Final payment on this contract is $27,852.58 and the total contract amount is $584,665.76, including $7,718.61 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Great American Insurance Co.
Pacific N. W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

L. S. Matusek
3760 S. W. Jerald Court
Portland 1, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
AUG 20 1964

FOR FILING
[illegible]
6235

August 17, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed May 12 on Contract No. 6235. The contract was with L. S. Matusek and was for grading and paving on the South Unit, Wasco-Moro Section of the Sherman Highway in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 17, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-60)

OREGON STATE HIGHWAY DEPARTMENT
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: July 24, 1964

SECTION: South Unit, Wasco-Moro

SECTION PREFIX: 28-1038

HIGHWAY: Sherman

COUNTY: Sherman

NAME OF JOB: South Unit, Wasco-Moro

KIND OF WORK: Grading and Paving

CONTRACTOR: L. S. Matusek

CONTRACT NUMBER: 6235

FEDERAL AID PROJECT NUMBER: F-152(9)

DATE OF CONTRACT: March 14, 1963

DATE WORK STARTED: March 20, 1963

ESTIMATED COMPLETION DATE: May 12, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 180

WORK DAYS USED: 180

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $730,398.38

ENGINEERING AUTHORIZATION: $51,939.44

EXCLUSIVE OF ENGINEERING: $678,458.98

ENGINEERING COST TO DATE: $61,500.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $626,413.37

PERCENT OF AUTHORIZATION: 118 %

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.7 %

DATE PROJECT WAS COMPLETED: May 12, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.17	5.17			5.17
MILES PARTIALLY COMPLETED	4.[illegible] 94	4.[illegible] 94			"
MILES COMPLETED	4.94	4.94			"
TOTAL ESTIMATED QUANTITIES (CONTRACT)	409,700 CY	78,500 Tons			21,700 Tons
TOTAL QUANTITIES CORRECTED TO DATE	385,623 CY	85,870 Tons			20,789 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES		Project Completed			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Partly Cloudy & Warm		NOTED JOHN R. OAKES
TUESDAY	"		
WEDNESDAY	"		
THURSDAY	Clear & Warm		
FRIDAY	Clear & Hot		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor performed final roadside clean up of area on easterly side of line near 270 last Friday afternoon. This finished the clean up and project is now completed.

Semi-final estimate has been submitted to Division Office.

- FINAL REPORT -

SIGNED Ernest L. Scruin

ADDRESS P.O. Box 302, The Dalles

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
APR 6 1964

FOR FILING

[illegible]

[illegible]

Salem, Oregon
March 17, 1964

[illegible]

Agenda Item 1e-4
File No. 30442 - Pinkerton
Wasco-Moro Section
Sherman Highway
Sherman County

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached for further handling are two fully executed copies of an Indenture of Access to the Nina O. Pinkerton property on the Wasco-Moro Section of the Sherman Highway in Sherman County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach: 2

RECEIVED
APR 6 1964

FOR FILING
F-128([illegible])
[illegible]

Salem, Oregon
March 17, 1964

Agenda Item 1e-1

File No. 34708 - DeMoss
Wasco-Morrow Section
Sherman Highway
Sherman County

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached for further handling are two fully executed copies of an Indenture of Access to the John M. DeMoss property on the Wasco-Morrow Section of the Sherman Highway in Sherman County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach: 2

RECEIVED
JAN

FOR F

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

January 28, 1964

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.4-DA Salem, Oregon

Oregon Pfoject F-152(9)
Inspection-in-Depth
Surfacing

Attached is a copy of an inspection-in-depth report prepared by our Area Engineer W. H. Schwiesow covering the surfacing of the subject project.

After your review of this report we would welcome any comments you may have concerning its recommendations.

Attachment

original To Young
with attach
1-31-64

NOTED
LLOYD P. SHAW

RECEIVED
JAN 28

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

January 22, 1964

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

08-35.KC

Oregon Project F-152(9)
South Unit, Wasco-Moro Section
Pacific Power & Light Company Utility Adjustments

An agreement between the State and the above mentioned utility covering adjustment of their transmission and distribution lines on the subject project was approved April 9, 1963. By seperate letters dated July 16, 1963, Mr. Young submitted an estimate for increased cost for the distribution line and a revised estimate for the transmission line both reflecting revisions necessary due to the Union Pacific Railroad Company not permitting the line on their right-of-way in the location planned. It appeared from the language of Mr. Young's July 16 letter that this withdrawal of the easement was due to the increased voltage in the new location. Our memorandum of July 31, 1963 made this a point of question as to whether or not this was a betterment. Subsequently, Mr. Litchfield's letter of November 19, 1963 furnished copies of a letter from Pacific Power and Light Company in which their property agent stated that the situation was one of impaired clearance.

Further, Jerry Lowder of this office and Phil Preston of your Department, on January 9, 1964, were engaged in a conference telephonic conversation with Mr. R. H. Sallee, PP & L Co. Property Agent. During this conversation it was confirmed that the railroad's objections were based on lateral clearance and voltage capacity of transmission line was not a factor. It was also established, according to Mr. Sallee, that PP & L Co. could have converted to the higher voltage of 34.5 KV in their original location without objection from the railroad company.

In view of the above, we approve the revised cost estimate for the distribution line relocation cost and also we approve your request that method of payment be on a lump sum basis. Further we approve the revised estimate and sketch for work of relocating the transmission line facilities with the understanding that credit for the difference in cost of the 20 KV and the 34.5 KV insulators will be allowed at time of preparing invoices.

NOTED
LLOYD P. SHAW

original to
Young
1-28-64

Per your request our authorization to proceed with work covered under these revised estimates is effective as of Marth 14, 1963 for the transmission line and April 9, 1963 for the distribution line.

RECEIVED
JAN 20 1964
FOR FILING

January 17, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your information are copies of Order for State Force Work No. 7-supplement, Account No. 202 covering patching of binder course with State Maintenance Forces to maintain roadway during winter on the South Unit, Wasco-Moro Section of the Sherman Highway in Sherman County, Contract No. 6235 in connection with Federal-Aid Project No. F-152(9).

This work is to be done with State Forces and the cost deducted from the contractor payment.

This information was requested by Mr. Schwiesow.

Total amount to date $4000.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

RECEIVED
DEC 17 1963
FOR FILING

62[illegible]

December 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your information are copies of Order for State Force Work No. 7, Account No. 202 covering patching of binder course with State Maintenance Forces to maintain roadway during winter on the South Unit, Wasco-Moro Section of the Sherman Highway in Sherman County, Contract No. 6235 in connection with Federal-Aid Project No. F-152(9).

This work is to be done with State Forces and the cost deducted from the contractor payment.

This information was requested by Mr. Schwiesow.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
DEC 13 1963

F-103(9)

6225

Salem, Oregon
December 11, 1963

Mr. R. L. Porter
Deputy State Highway Engineer
Office

Wasco-Moro Section
Sherman Highway
Complaints of Road
Condition

The complaints made by John P. Cain, Deputy Sheriff of Sherman County, by letter of December 4, were investigated in the field by John Walker and remedial action as needed was ordered.

As a follow up on this, Dean Swift, Division Engineer, is to inspect the project today, December 11, with an eye to correcting any improper installation or lack of signing or delineation facilities.

I believe this will close the Cain complaint matter. Mr. Cain was given a reply under date of December 9.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

FORM 2-30 50M 3-62 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1963

SUBJECT: Wasco-Moro
Grading and Paving Project

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Reference is made to your letter of December 9, 1963 addressed to Mr. John P. Cain, Deputy Sheriff, Sherman County, Moro, Oregon. This letter states that an inspection of the project would be made in the immediate future and steps taken to correct any poor travel conditions. I would like to report as follows:

1. Starting at Moro and proceeding in a southerly direction, the first mile is in base and binder condition for one-half width of the roadbed. Additional base will be placed on the other half during the next few weeks. Condition of this section is good.

2. The next half mile is a detour on the old road. Connections from new construction to the old road were in rather poor condition and steps have been taken to smooth out the connections and improve travel conditions.

3. The next 1-1/2 miles of roadbed is in a select subgrade condition. This material is rocky with some dirt, sets up good and will provide good travel conditions. This section, however, is the one which caused the complaints which are believed to be in several areas where boulders stuck up above the subgrade. These boulders are being removed this date, December 10, 1963. This roadbed will be bladed and patched with sufficient selected base or leveling course material to bring it to a good travel condition.

4. The next two miles is based and in a binder condition. This binder has developed some chuckholes. The Resident Engineer advises that the paving plant will be started Wednesday, December 11, and patching will be done on this section.

I talked with Mr. Swift regarding this section of road. He will inspect same on December 11, 1963 and take any additional steps which he thinks are necessary. He advises they hoped to get good enough weather to put the base course of the AC pavement on the southerly two mile section.

I advised Mr. Swift that the complaints on this section are becoming too numerous to be withstood by this office. He was to take steps to insure good travel conditions and to impress upon the Resident Engineer that good travel conditions would be expected throughout this project.

F. D. Morgan
Construction Engineer

FDM:fp

cc Dean Swift
E. L. Scrivner

DEC 11 1963

December 9, 1963

Mr. John P. Cain
Deputy Sheriff, Sherman County
Moro, Oregon

Re: South Unit, Wasco-Moro Section
Sherman Highway
Contract 6235

Dear Mr. Cain:

This is in reply to your letter of December 4 which reports poor travel conditions on the Wasco-Moro Section of the Sherman Highway through the Matusek Construction Company's project.

An inspection of the project will be made at once and any corrective measures found necessary will be undertaken at an early date.

While some inconvenience and slow travel must be expected when a construction project is within the limits of the original roadway, we desire they be kept to a minimum. Also, it is the Department's intent that safety of the traveling public be maintained through construction jobs.

Your letter is appreciated, and we thank you for calling to our attention matters you feel need correction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
F. D. Morgan - Have Putnam make an immediate inspection
Dean Swift of this project and take any action needed.
This is not the first complaint on this
contract.--LPS

OFFICE OF
SHERMAN COUNTY SHERIFF

C. L. (Leo) ROBERTS
SHERIFF

MORO, OREGON
JOrdan 5-3622

DECEMBER 4,1963

REFERRED TO
Forrest Cooper
BY SECRETARY

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
STATE HIGHWAY BUILDING
SALEM, ORE.

GENTLEMEN:

Porter

WITH BAD WEATHER CONDITIONS UPON US HERE IN SHERMAN COUNTY I, ALONG WITH MANY OTHER RESIDENTS, ARE DEEPLY CONCERNED ABOUT THE DEPLORABLE CONDITION OF THE HIGHWAY (#97) BETWEEN WASCO AND MORO, NOW UNDER CONSTRUCTION BY THE MATUSEK CONSTRUCTION CO.

AS A FORMER STATE POLICE OFFICER, MY DUTIES HAVE CARRIED ME MORE THAN 500,000 MILES ON OREGON HIGHWAYS OVER THE LAST SEVEN YEARS, AND NEVER, I REPEAT, NEVER, HAVE I EVER BEEN FORCED TO TRAVEL OVER HIGHWAYS AS BAD AS THIS STRETCH OF ROAD.

I'M FORCED TO TRAVEL THIS ROUTE AT LEAST ONCE A DAY AND OFTEN AT NIGHT AND SO FAR HAVE LOST A TIRE AS WELL AS A PAIR OF FRONT SHOCKS ON MY PERSONAL CAR DUE TO THE EXTREME ROUGHNESS AND CARELESSNESS ON THE PART OF THE CONTRACTOR.

THERE ARE NO REFLECTORS NOR WARNING LIGHTS USED ON THIS 7 MILE STRIP AND AS OF LATE, HEAVY FOG HAS BEEN PREVALENT. MANY OF THE GAPPING HOLES LEFT EXPOSED IN THE SURFACE AT NIGHT AFTER THE EQUIPMENT HAS SHUT DOWN ARE ALMOST AS WIDE AS THE FRONT OF A PASSENGER CAR AND ARE IMPOSSIBLE TO MISS. IT IS MY SINCERE HOPE THAT THIS SITUATION BE LOOKED INTO AND CORRECTED BEFORE A SERIOUS ACCIDENT OCCURS.

RESPECTFULLY YOURS,
John P. Cain
JOHN P. CAIN
DEPUTY SHERIFF
SHERMAN CO.

RECEIVED
DEC 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
DEC 6 1963

FOR FILING
F-152(9)
6739

December 2, 1963

File No. 30442 - Pinkerton
Project No. F-152(9)
Wasco-Moro Section
Sherman Highway
Sherman County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Attached are three copies of our Information for Grant or Indenture of Access sheet changing the location of a point of access on the Sherman Highway, No. 42, near Wasco.

The change in location will be from Station 237+00 (Milepost 13.973) to Station 240+80 (Milepost 14.045).

The right of way for this section of highway was acquired under Right of Way Project No. F-152(10). Construction was accomplished under Federal-Aid Project No. F-152(9), South Unit, Wasco-Moro Section, Sherman Highway, Sherman County.

This change, which was requested by the property owner, will not reduce safety or highway traffic capacity, and will provide a better sight distance for the approach.

We would appreciate receiving your approving signature on the original copy of the Information for Grant or Indenture of Access sheet.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

D. H. Meehring
Assistant Right of Way Engineer

SM
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas

RECEIVED
DEC 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 - 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible]

NOTED
LLOYD P. SHAW

RECEIVED
DEC 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 - 1963

FOR FILING

[illegible]

Wrong
mileposts
See Dec. 2 letter

NOTED
LLOYD P. SHAW

RECEIVED
NOV [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 - 1963

FOR FILING

FORM E-30X—50M—9-62 43000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1963

SUBJECT: S. Unit, Wasco-Moro Section
Sherman County
Contract No. 6235

To:

MEMO TO THE FILES

The binder course on this project, if it is to satisfactorily carry traffic through the winter, will require considerable patching repair on certain sections.

The Division has contacted the surfacing subcontractor (Babler Bros.) who are willing to move in an AC plant, and, during favorable weather, place the bottom lift of AC where required or where the binder course is failing.

This matter was discussed with Mr. Porter and Mr. Brooks of the Bureau of Public Roads, after which the Division was advised to carry on arrangements for placing the AC.

Previous to the above arrangement, the Division had submitted an Order for State Force Work to patch the binder course. This will be held until results of placing AC are determined.

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp

cc Lloyd Shaw
Dean Swift
Gordon Brooks

RECEIVED
NOV 15 1963

FOR FILING

[illegible]

6235

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 13, 1963

SUBJECT: Change of Access Points
Wasco-Moro Section
Sherman Highway

To: Mr. Walter T. Wright
Right of Way Engineer
BUILDING

Herewith, a request from Harry B. and Nina O. Pinkerton, File No. 30442, for a change of point of access on the Wasco-Moro Section of the Sherman Highway.

This change, which was requested by the property owner, will not reduce safety or highway traffic capacity, and will provide a better sight distance for the approach.

It is the recommendation of this office and approved by Mr. Shaw that this change be granted.

F. D. Morgan
Construction Engineer

by

G. L. Decker
G. L. Decker
Ass't Construction Engineer

EAP:db

Attach.

cc: Lloyd P. Shaw ✓
Dean Swift

NOTED
LLOYD P. SHAW

RECEIVED
NOV 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 8 1963
FOR FILING

F-152(9)

6235

November 7, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering repair of water and sewer line on the South Unit, Wasco-Moro Section of the Sherman Highway in Sherman County, Contract No. 6235 in connection with Federal-Aid Project No. F-152(9).

This work is necessary to repair damage to water and sewer lines by the contractor during grading work. The water and sewer lines were not shown on the plans or indicated in any way to the contractor. This is an obligation of the State as set out in paragraph 2 of article 1.7.15 of the standard specifications.

This work was verbally recommended for approval by the BPR Area Engineer, November 4, 1963. The repair work was done as an emergency measure on July 23, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

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NOV 6 1963
FOR FILING

FORM E-30 50M 3-63 69607

F-1[illegible]

6235

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1963

SUBJECT: Change of Access Location
R/W File 30442 (Pinkerton)
S. Unit, Wasco-Moro Section
Sherman Highway

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request for a change in the location of two access points which were granted in the right of way settlement on this property. The change was requested by the property owner because it would fit his operations better.

The new location is farther from the crest of a vertical curve and is also farther from a horizontal curve, so the sight distance is improved by this move. The cost of construction, which is to be done by the State under a contract which is now under way, is not changed.

Approval of the requested change is recommended. This matter has been discussed with Mr. Schwiesow of the Bureau of Public Roads who has no objections.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

CHB:bjm
Attachments

cc: W. T. Wright

RECEIVED
NOV 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

attachment to Decker
11-6-63

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No.

Date October 29, 1963
File No. 30442
Section Wasco-Moro
Highway Sherman
County Sherman

1. Original Grantors: Harry B. and Nina O. Pinkerton et al

2. Present Owners: Same

3. Address of Present Owners: Box 261 Moro, Oregon

4. Are deed copies attached which will complete chain of title? No (Copies of deeds should be in Salem.)

5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
237+00	East and West	25'	Unrestricted	No

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed?
240+80	East and West	25'	Unrestricted	No

7. Reason for Change of Access: Change of access points requested by property owner.

8. Will change affect safety of use or highway traffic capacity? Explain. No. This slight change will not reduce safety or highway traffic capacity. Sight distance for approach traffic will be a little better at new location.

9. Filing fee of $5 is enclosed No. . Fee is waived X . Road Approach Permit is attached No. .

10. State will construct Yes . Estimate of cost and check in amount of $ No. attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the state None .

RECOMMENDED:

DMS
Resident Engineer

Dean Dirft
Division Engineer

Construction or Maintenance Engineer

APPROVED:
Lloyd P.
Asst. State Highway Engineer

Title:
BUREAU OF PUBLIC ROADS

Rev. 5/63

RECEIVED
NOV 5 1963
FOR FILING

FORM E-30 90M 3-63 49607

6235

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1963

SUBJECT: Change of Access Location
R/W File 34708 (DeMoss)
Wasco-Moro Section
Sherman Highway

To: Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request for a change in the location of an access which was granted in the right of way agreement. The change is requested jointly by the property owner and our resident engineer. The purpose of the change is to get out of a cut section so that a better grade can be built at less expense to the State. The access is to be built by the State under a contract which is now under way.

This change has been discussed with Mr. Lowder, Assistant Area Engineer for the Bureau of Public Roads, who has no objection to this 50-foot relocation.

It is recommended that the change of location be approved.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
Enc.
cc W. T. Wright

RECEIVED
NOV 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

attachment to Decker
11-5-63

NOTED
LLOYD P. SHAW

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No.

Date October 24, 1963
File No. 34708
Section Wasco-Moro
Highway Sherman
County Sherman

1. Original Grantors: John M. and Etha M. DeMoss

2. Present Owners: Same

3. Address of Present Owners: 12652 Peble Beach Drive, Sun City, Arizona

4. Are deed copies attached which will complete chain of title? No.
(Deed copies should be on file in Salem.)

5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
294+00	West	25'	Unrestricted	No

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed?
293+50	West	25'	Unrestricted	No

7. Reason for Change of Access: To provide property owner with a more usable approach by improving grade and location where approach enters the property.

8. Will change affect safety of use or highway traffic capacity? Explain. No. This will be a change of just 50 feet and will not affect sight distance.

9. Filing fee of $5 is enclosed No. Fee is waived Yes. Road Approach Permit is attached No.

10. State will construct Yes. Estimate of cost and check in amount of $ No attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the state None.

RECOMMENDED:

D M S Resident Engineer

Dean Swift
Division Engineer

Decker
Asst Construction or Maintenance Engineer

APPROVED:

Lloyd P.
Asst. State Highway Engineer

Title:
BUREAU OF PUBLIC ROADS

Rev. 5/63

RECEIVED
OCT 10 1963

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FOR FILING

6235

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 4, 1963

SUBJECT: Wasco Grade School Complaint
S. Unit, Wasco-Moro Project

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Reference is made to letter dated September 17, 1963 which was directed to the District Maintenance Superintendent from the Wasco Grade School. This letter was a complaint about the condition of detours and roadside sign placement on the South Unit, Wasco-Moro Project.

Upon receipt of copy of R. P. Hamilton's answer to this letter, Resident Engineer Schrivner went over our project with the contractor and instructed that more warning signs be placed and others moved to achieve better traffic control. The contractor continued to haul reject material from crushing plant and place it on the heavy select subgrade material to give traffic a smoother surface.

About this same time the contractor was asked to concentrate efforts toward finishing grade on certain portions of project. We then could place surfacing and shoot a binder. This would reduce considerably the amount of unsurfaced grade the traffic has to use.

We now expect to have the binder on a one mile section on north end and on a one and one-half mile section on southerly end by October 11. This will give traffic good road through half the project. Grading will be going on for some time through the middle portion of project and contractor has placed crushed material on the detours and has been instructed to keep them maintained and properly signed.

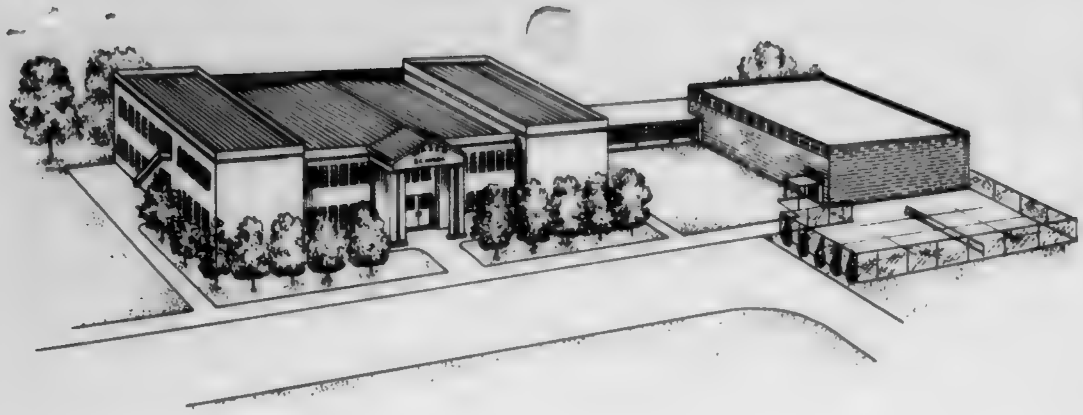
Dean Swift

DEAN SWIFT
Division Engineer

NOTED
LLOYD P. SHAW

DS:me
cc: Mr. R. P. Hamilton
Mr. E. L. Scrivner

RECEIVED
OCT 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER



Wasco Grade School
SHERMAN COUNTY DISTRICT NO. 7
BOX 66 - PHONE GI2-5533
WASCO, OREGON

C. A. HOCKETT - PRINCIPAL

September 17, 1963

Oregon State Highway Dept.
District Maintenance Supt.
Seufert Park Road
The Dalles, Oregon

Gentlemen:

It is with much concern that we are writing to you and complaining about Highway 97 between Wasco and Moro.

We are transporting school children to the high school and the construction of the road has left it almost in an impassible condition and as for road signs they are far and few between. As for the detours, they are not properly marked and definitely no flares or visible signs for anyone traveling it at night and since there is only the one high school in the county it is necessary for all patrons and students from the North end of the county to travel it. There has been occassions where people have gotten stuck because of the road condition and that anyone traveling it for the first time often takes the whole road not knowing where to go because of improper markings.

It seems to us that the state should be concerned with the welfare of our children and see that this be taken care of. It is also a terrific wear and tear on school buses and trying to keep them on schedule is impossible.

This condition of the road and the risk it involves seems to us that your immediate attention to this should be of importance to you to help prevent accidents.

Very truly yours,
Lavelle M. Dosmaier
Clerk
Wasco School Dist. #7
Wasco, Oregon

✓

cc: Oregon State Highway Dept.
Salem, Oregon

REFERRED TO
Forrest Cooper
BY SECRETARY

RECEIVED
SEP 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 29 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 23, 1963

By:

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

L. R. Backlund
Administrative Manager

Oregon Project F-152(9)
So. Unit Wasco-Moro Section
Voucher No. 1 - Progress
Net Amount Claimed - $2,864.00

The subject voucher has been approved in the reduced amount of $2,777.00.

Items deducted are detailed on the attached schedule of exceptions.

Exception No. 1	$140.00
Federal Aid Pro-rata Claimed	62%
Net deduction in even dollars	87.00

The deduction relates to unsupported overhead costs and reference Paragraph 2n of PPM 30-4. The referenced paragraph related to the definition of overhead costs. Also for application in this instance is Paragraph 10.b.(1) b(b) relating to overhead costs which includes the following: "The instructions contained herein shall not be interpreted as permitting the addition to utility accounts of arbitrary percentages or amounts to cover assumed overhead costs, but as accepting assignment to the relocation of actual and reasonable overhead costs."

The above quotation is contained in the amendment to PPM 30-4 identified as PPM 30-4(2), dated September 15, 1961.

Attachment

original to Young
with attach.
8-29-63

NOTED
LLOYD P. SHAW

FORM PR-1048
(9-61)

PAGE 1 OF 1 PAGES

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SCHEDULE OF EXCEPTIONS
(IM 4-1-61)

ITEM NO
1

DIVISION OFFICE NO.
35

ATTACHMENT TO AUDIT CERTIFICATE COVERING	PROJECT NUMBER	VOUCHER NUMBER	AMOUNT CLAIMED
	Oregon F-152(9)	1 - Progress	$ 2,864.00

EXCEPTION

Wasco Electric Cooperative, Inc.

Included in utility bill was "Coop Overhead" in the amount of $140.00 not supported by a rate or percentum factor based on clearing accounts or other means to provide an equitable allocation of actual and reasonable overhead costs to the relocation job.

Cited for administrative review in accordance with Par. 2a, PPM 30-4 - $140.00

REPLACES FORM PR-368, WHICH IS OBSOLETE

☆ U. S. GOVERNMENT PRINTING OFFICE : 1961—[illegible]

USCOMM-DC 40112-P61

RECEIVED
AUG 27 1963

FOR FILING
[illegible]
[illegible]

477 Cottage Street N.E.
Salem, Oregon - 97301

August 21, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

[illegible] by
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project F-152(9)
South Unit, Wasco - Moro Section, Sherman Highway
Order for State Force Work, Order No. 6
Seeding and Mulching

Reference is made to your letter dated August 8, 1963 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

original To Young
8-27-63

NOTED
LLOYD P. SHAW

RECEIVED
AUG 9 - 1963
FOR FILING

6235

August 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., S. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 22[illegible]-23[illegible], covering seeding and mulching on the South Unit, Wasco-Moro Section of the Sherman Highway in Sherman County, Contract No. 6235, in connection with Federal Aid Project No. F-152(9).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $6,400.00, with Federal participation of $3,840.00

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]
Enc.

RECEIVED
AUG 9 - 1963
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon 97301

6 [illegible] 5

Mr. Forrest Cooper, State Highway Engr. July 31, 1963
Salem, Oregon

08-35.2-0
T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project F-152(9), South Unit, Wasco-Moro Section
Pacific Power & Light Company Utility Adjustments

You were previously authorized to proceed with the subject transmission and distribution line adjustments on March 14, 1963 and April 9, 1963, respectively. By separate letters dated July 16, 1963, Mr. Young submitted an estimate for increased costs for the transmission lines and a revised estimate for the distribution lines reflecting revisions necessary due to the Union Pacific Railroad not permitting an increase in voltage of the line under their easement.

It appears that the increased costs are a direct result of the betterment in facilities, consequently Federal participation can not be permitted. However, on the basis of the estimate furnished for the transmission lines, Federal participation could be based on 14/73ths of the actual cost less $577.63. Reimbursement for the distribution lines cost on an agreed lump sum basis of $727.29, the original estimate therefore, could be approved.

Please advise further as to how you desire to handle this matter.

NOTED
LLOYD P. SHAW

RECEIVED
AUG 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Litchfield
8-9-63

9

RECEIVED
JUL 16 1963

FOR FILING

F 132(9)

6235

July 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-Supplemental, covering the State's share of flagging costs on the South Unit, Wasco-Moro Section of the Sherman Highway in Sherman County, Contract No. 6235 in connection with Federal-Aid Project No. F-132(9).

Additional flagging will be necessary during construction. The original order in the amount of $2500.00 was approved by the BPR April 1, 1963. Total estimated cost of flagging is $4500.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:pal

RECEIVED
JUL 22 1963

FORM E-30X—30M—10-62 46823

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1963

SUBJECT: Revised Estimate
Transmission Line Relocation
Pacific Power & Light Company
Wasco-Moro Section
Sherman Highway - Sherman County
Project No. F-152(9)
Contract No. 6235

To: Mr. L. H. Young
Office Engineer

BUILDING

ATTN: Mr. D. B. Parkes

Please refer to Pacific Power and Light Company's letter of March 8, 1963, submitting estimate and sketch for the adjustment of their transmission facilities on this section.

Attached are three copies of revised estimate and sketch for the adjustment of the abovementioned facilities. This revision was made necessary because the power company was not able to obtain permission from Oregon-Washington Railroad and Navigation Company (UPRR) to increase the voltage of the line and remain on an easement on the railroad right of way. All betterment which is involved is reflected as a credit on the original estimate.

Please request the Bureau of Public Roads to approve this revision and authorize the company to proceed with the work as of March 14, 1963, the date all other work on the transmission facilities was approved.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjh

cc: L. P. Shaw ✓
C. H. Maison
D. B. Parkes (2)
F. W. Sugnet

LOYD P. SHAW

RECEIVED
JUL 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 - 1963

FOR FILING

F-152(9)

6235

May 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the re-establishing of domestic water and irrigation lines on the South Unit, Wasco-Moro Section of the Sherman Highway in Sherman County, Contract No. 6235 in connection with Federal-Aid Project No. F-152(9).

This work is necessary to clear for construction existing private water lines. No additional or special benefit will accrue to the property owner because of these adjustments.

This work was verbally recommended for approval by the BPR Area Engineer April 25, 1963. Your approval of the order as of that date is requested.

Very truly yours

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
APR 1963
FC FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 4-106	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Sherman
PROJECT REPORT NO. F-152(9) 8		PROJECT NO. F-152(9)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 97 6.5 mi. N. to Moro

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING (Utility preparatory work)	1-3-63	----
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-18-63	5.166
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 711,052.00	$ 447,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT (Official name of Highway Department)	U.S. DEPARTMENT OF COMMERCE
By Lloyd P. Stan	BUREAU OF PUBLIC ROADS
Asst. State Highway Engineer (Title)	
By ______	XX A. W. Parsons (Division Engineer)
(Title)	By: L. R. Backlund, Administrative Mgr. L R Backlund
By ______	Date executed by Division Engineer April 16, 1963
(Title)	

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. F-152(9)

SOUTH UNIT, WASCO-MORO SECTION OF THE
SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 3, 1963

Type Code 6201
Roadway (Sta. 204+50 thru equa. 401+23.99 = 399+42.07 to Sta. 476+30)(Contract 6235)

Clearing and Grubbing	All	Required		$ 18,000.00
Drainage Excavation, Unclassified	600	cu.yds.	$ 3.00	1,800.00
General Excavation, Unclassified	409,700	cu.yds.	0.52	213,044.00
Extra for Selected Subgrade Material	75,700	cu.yds.	0.20	15,140.00
Short Overhaul	1,325,900	yd.sta.	0.005	6,629.50
Long Overhaul	94,100	C-yd.sta.	0.40	37,640.00
Tractor and Grid Roller	110	hours	25.00	2,750.00
Finishing Roadbed and Slopes	5.17	miles	1,000.00	5,170.00
Rounding Cutbanks	11,000	lin.ft.	0.18	1,980.00
Loose Riprap	3,070	cu.yds.	3.50	10,745.00
12-inch Corrugated Steel Pipe	24	lin.ft.	2.50	60.00
18-inch Corrugated Steel Pipe	390	lin.ft.	3.80	1,482.00
24-inch Corrugated Steel Pipe	35	lin.ft.	6.20	217.00
12-inch Culvert Pipe	690	lin.ft.	2.50	1,725.00
18-inch Culvert Pipe	390	lin.ft.	3.80	1,482.00
24-inch Culvert Pipe	940	lin.ft.	6.15	5,781.00
36-inch Culvert Pipe	70	lin.ft.	13.45	941.50
36-inch Concrete or Corrugated Steel Pipe, Extra Strength	220	lin.ft.	13.45	2,959.00
84-inch Corrugated Steel Cattle Pass	80	lin.ft.	50.00	4,000.00
Extra for Pipe Under Pavement	95	lin.ft.	6.00	570.00
18-inch Culvert End Sections	4	only	35.00	140.00
24-inch Culvert End Sections	18	only	50.00	900.00
36-inch Culvert End Sections	2	only	115.00	230.00
Class "A" Concrete	120	cu.yds.	73.00	8,760.00
Metal Reinforcement	17,000	lbs.	0.17	2,890.00
Concrete Inlets, Type "G"	4	only	150.00	600.00
Concrete Inlets, Type "G-1"	2	only	150.00	300.00
Concrete Inlets, Type "D"	1	only	150.00	150.00
Concrete Curbs	35	cu.yds.	50.00	1,750.00
Metal Guard Rail	9,000	lin.ft.	2.24	20,160.00
Rail End Pieces	26	only	4.00	104.00
Guide Posts, PW-1	160	only	6.90	1,104.00
Coarse Crushed Material in Base	61,500	tons	1.20	73,800.00
3/4"-0 Material in Base	17,000	tons	1.25	21,250.00
Sprinkling	6,100	M-gal.	2.00	12,200.00

Preparation of Base	5.17 miles	$ 300.00	$ 1,551.00
3/4"-0 Material in Binder Course	780 cu.yds.	2.85	2,223.00
RC-250 Asphalt	120 tons	45.00	5,400.00
Asphaltic Concrete Mixture	21,700 tons	4.00	86,800.00
Asphalt in Mixture	1,200 tons	31.00	37,200.00
Extra for Paving Approaches	40 only	30.00	1,200.00
			$610,828.00
Flagging (57½% of Contractors Cost)	All Required		$ 2,500.00
Seeding and Mulching	All Required		6,500.00
Signing (Temporary)	All Required		650.00
			$ 9,650.00

Utilities

Work by Pacific Power & Light Co.	All Required	$ 11,722.00
Hay Canyon Tel. Co.	All Required	250.00
Wasco Electric Co-op. Inc.	All Required	4,340.75
Pacific Northwest Bell Tel.	All Required	9,031.00
Work by Union Pacific R.R. Co.	All Required	590.00
		$ 25,933.75
	Subtotal	$646,411.75
	10% Engr. & Cont.	64,640.25
	Total	$711,052.00

Length of Roadway - - - - - - - - - - - - - - - - -5.166 miles
Cost of Roadway per Mile- - - - - - - - - - - - -$137,640.72

Federal Funds - $447,000.00
State Funds - 264,052.00

$711,052.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939

WASCO-MORO SECTION

PROJECT NO.F-152(9)

Estimated Cost of Work by the Pacific Northwest Bell Telephone Company:

Plan B:

Labor	$ 7,880.00	
Materials	26,570.00	
Equipment	1,180.00	
Rights of Way	1,700.00	
Overhead (Construction and Misc.)	2,040.00	
Rental 100 R.R. Poles, 10 yrs. at $1.50 (P/W)	1,080.00	
Salvage Credit	7,000.00	Credit
	$33,450.00	
State Share (75/277 or 27%)	$ 9,031.00	

Estimated Cost of Work by Union Pacific R.R. Company:

Furnish Labor and Material to Remove and Rearrange R/W Fence	$ 590.00

Estimated Cost of Work by the Pacific Power & Light Company:

Transmission Line:

Materials	$19,744.83	
Labor	35,562.71	
Equipment	2,313.75	
Right of Way	1,850.00	
Salvage Credit	- 5,643.49	Credit
Overhead	5,737.74	
	$59,565.54	
State Share (14/75 or 18.67%)	$11,120.00	

Distribution Line:

Materials	$ 299.37
Labor	331.61
Equipment	48.65
Salvage Credit	- 77.55
	$ 602.08
Total	$11,722.00

WASCO-MORO SECTION

PROJECT NO. F-152(9)-(Contd.)

Estimated Cost of Work by Hay Canyon Telephone Company:

Labor	$ 414.00	
Equipment	36.00	
Salvage Credit	- 200.00	Credit
	$ 250.00	
Lump Sum Agreement	$ 250.00	

Estimated Cost of Work by Wasco Electric Cooperative:

Work by Contract (Lebanon Electric Co.)$ 4,340.75

Federal-Aid
Project No. F-152(9)

Oregon State Highway Department

SOUTH UNIT, WASCO-MORO SECTION OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 13, 1963

Type Code 6201
Roadway (Sta. 204+50 thru Equa. 401+23.99 = 399+42.07 to Sta. 476+30)

Clearing and Grubbing	All	Req.		$ 9,000.00
Drainage Excavation, Unclass.	600	cu.yd.	$ 3.00	1,800.00
General Excavation, Unclass.	409,700	cu.yd.	0.60	245,820.00
Extra for Selected Subgrade Material	75,700	cu.yd.	0.15	11,355.00
Short Overhaul	1,325,900	yd.sta.	0.01	13,259.00
Long Overhaul	94,100	C-yd.sta.	0.35	32,935.00
Tractor and Grid Roller	110	hour	25.00	2,750.00
Finishing Roadbed and Slopes	5.17	mile	1,000.00	5,170.00
Rounding Cutbanks	11,000	lin.ft.	0.20	2,200.00
Loose Riprap	3,070	cu.yd.	3.50	10,745.00
12-inch Corrugated Steel Pipe	24	lin.ft.	3.75	90.00
18-inch Corrugated Steel Pipe	390	lin.ft.	5.00	1,950.00
24-inch Corrugated Steel Pipe	35	lin.ft.	7.50	262.50
12-inch Culvert Pipe	690	lin.ft.	3.75	2,587.50
18-inch Culvert Pipe	390	lin.ft.	5.00	1,950.00
24-inch Culvert Pipe	940	lin.ft.	7.50	7,050.00
36-inch Culvert Pipe	70	lin.ft.	14.50	1,015.00
36-inch Concrete or Corrugated Steel Pipe, Extra Strength	220	lin.ft.	15.50	3,410.00
84-inch Corrugated Steel Cattle Pass	80	lin.ft.	55.00	4,400.00
Extra for Pipe under Pavement	95	lin.ft.	3.00	285.00
18-inch Culvert End Sections	4	only	45.00	180.00
24-inch Culvert End Sections	18	only	65.00	1,170.00
36-inch Culvert End Sections	2	only	160.00	320.00
Class "A" Concrete	120	cu.yd.	60.00	7,200.00
Metal Reinforcement	17,000	lb.	0.14	2,380.00
Concrete Inlets, Type "G"	4	only	100.00	400.00
Concrete Inlets, Type "G-1"	2	only	150.00	300.00
Concrete Inlets, Type "D"	1	only	175.00	175.00
Concrete Curbs	35	cu.yd.	50.00	1,750.00
Metal Guard Rail	9,000	lin.ft.	2.50	22,500.00
Rail End Pieces	26	only	5.00	130.00
Guide Posts, FW-1	160	only	7.50	1,200.00
Coarse Crushed Material in Base	61,500	ton	1.30	79,950.00
3/4" - 0 Material in Base	17,000	ton	1.40	23,800.00
Sprinkling	6,100	M-gal.	2.50	15,250.00
Preparation of Base	5.17	mile	400.00	2,068.00

3/4" - 0 Material in Binder Course	780 cu.yd.	$ 4.00	$ 3,120.00
RC-250 Asphalt	120 ton	45.00	5,400.00
Asphaltic Concrete Mixture	21,700 ton	4.00	86,800.00
Asphalt in Mixture	1,200 ton	35.00	42,000.00
Extra for Paving Approaches	40 only	25.00	1,000.00
			$655,127.00
Flagging (57½% of Contractor's Cost)	All Required		$ 2,500.00
Seeding and Mulching	All Required		6,500.00
Signing (Temporary)	All Required		650.00
			$ 9,650.00
Utilities			
Work by Pacific Power & Light Co.	All Required		$ 9,000.00
Hay Canyon Tel. Co.	All Required		700.00
Wasco Electric Coop. Inc.	All Required		5,000.00
Pacific Northwest Bell Tel.	All Required		9,031.00
Work by Union Pacific RR Co.	All Required		590.00
			$ 24,321.00
	Subtotal		$689,098.00
	10% Engr. & Cont.		68,909.00
	Total		$758,007.00

Length of Roadway - - - - - - 5.166 Miles
Cost of Roadway Per Mile- - - $146,729.96

Federal Funds -	$477,000.00
State Funds -	281,007.00
	$758,007.00

WASCO-MORO SECTION

Project No. F-152(9)

Estimated cost of work by the Pacific Northwest Bell Telephone Company.

Plan B

Labor	$ 7,880.00
Materials	26,570.00
Equipment	1,180.00
Rights of Way	1,700.00
Overhead (Construction & Misc.)	2,040.00
Rental 100 RR Poles 10 Years at $1.50 (P/W)	1,080.00
Salvage Credit	7,000.00 Cr.
	$33,450.00
State Share (75/277 or 27%)	$ 9,031.00

Estimated cost of work by Union Pacific RR Company.

Furnish labor and material to remove and rearrange R/W fence	$ 590.00

Federal-Aid
Project No. F-152(9)

Oregon State Highway Department

SOUTH UNIT, WASCO-MORO SECTION OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 11, 1963

Type Code 6201
Roadway (Sta. 204+50 thru Equa. 401+23.99 = 399+42.07 to Sta. 476+30)

Clearing and Grubbing	All	Req.		$ 9,000.00
Drainage Excavation, Unclassified	600	cu.yd.	$ 3.00	1,800.00
General Excavation, Unclassified	409,700	cu.yd.	0.60	245,820.00
Extra for Selected Subgrade Material	75,700	cu.yd.	0.15	11,355.00
Short Overhaul	1,325,900	yd.sta.	0.01	13,259.00
Long Overhaul	94,100	C-yd.sta.	0.35	32,935.00
Tractor and Dozer Grid Roller	110	hour	25.00	2,750.00
Finishing Roadbed and Slopes	5.17	mile	1,000.00	5,170.00
Rounding Cutbanks	11,000	lin.ft.	0.20	2,200.00
Loose Riprap	3,070	cu.yd.	3.50	10,745.00
12-inch Corrugated Steel Pipe	24	lin.ft.	3.75	90.00
18-inch Corrugated Steel Pipe	390	lin.ft.	5.00	1,950.00
24-inch Corrugated Steel Pipe	35	lin.ft.	7.50	262.50
12-inch Culvert Pipe	690	lin.ft.	3.75	2,587.50
18-inch Culvert Pipe	390	lin.ft.	5.00	1,950.00
24-inch Culvert Pipe	940	lin.ft.	7.50	7,050.00
36-inch Culvert Pipe	70	lin.ft.	14.50	1,015.00
36-inch Concrete or Corrugated Steel Pipe, Extra Strength	220	lin.ft.	15.50	3,410.00
84-inch Corrugated Steel Cattle Pass	80	lin.ft.	55.00	4,400.00
Extra for Pipe under Pavement	95	lin.ft.	3.00	285.00
18-inch Culvert End Sections	4	only	45.00	180.00
24-inch Culvert End Sections	18	only	65.00	1,170.00
36-inch Culvert End Sections	2	only	160.00	320.00
Class "A" Concrete	120	cu.yd.	60.00	7,200.00
Metal Reinforcement	17,000	lb.	0.14	2,380.00
Concrete Inlets, Type "G"	4	only	100.00	400.00
Concrete Inlets, Type "G-1"	2	only	150.00	300.00
Concrete Inlets, Type "D"	1	only	175.00	175.00
Concrete Curbs	35	cu.yd.	50.00	1,750.00
Metal Guard Rail	9,000	lin.ft.	2.50	22,500.00
Rail End Pieces	26	only	5.00	130.00
Guide Posts, PW-1	160	only	7.50	1,200.00
Coarse Crushed Material in Base	61,500	ton	1.30	79,950.00
3/4" - 0 Material in Base	17,000	ton	1.40	23,800.00
Sprinkling	6,100	M-gal.	2.50	15,250.00
Preparation of Base	5.17	mile	400.00	2,068.00

3/4" - 0 Material in Binder Course	780	cu.yd.	$ 4.00	$ 3,120.00
RC-250 Asphalt	120	ton	45.00	5,400.00
Asphaltic Concrete Mixture	21,700	ton	4.00	86,800.00
Asphalt in Mixture	1,200	ton	35.00	42,000.00
Extra for Paving Approaches	40	only	25.00	1,000.00
				$655,127.00
Flagging (57½% of Contractor's Cost)	All Req.			$ 2,500.00
Seeding and Mulching	All Req.			6,500.00
Signing (Temporary)	All Req.			650.00
				$ 9,650.00
Utilities				
Work by Pacific Power & Light Co.	All Req.			$ 9,000.00
Hay Canyon Tel. Co.	All Req.			700.00
Wasco Electric Coop. Inc.	All Req.			5,000.00
Pacific Northwest Bell Tel.	All Req.			10,000.00
				$ 24,700.00
	Subtotal			$689,477.00
	10% Engr. & Cont.			68,947.00
			Total	$758,424.00

Length of Roadway - - - - - - - 5.166 Miles
Cost of Roadway Per Mile- - - - $146,810.68

Federal Funds - $477,000.00
State Funds - 281,424.00
$758,424.00

Oregon State Highway Department

Federal Aid
Project No. F-152(9)

WASCO-MORO SECTION OF THE SHERMAN HIGHWAY

IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 13, 1962

Type Code YD60
Utility Work (Sta. 127+00 to Sta. 472+00)

Work by the Pacific Northwest Bell Telephone Co., Bell Telephone Company (Plan B)	All Required	$ 9,031.00
	Subtotal	$ 9,031.00
	10% Engr. & Cont.	903.00
	Total	$ 9,934.00

Length of work- - - - - - - - - - - - - - -6.534 miles

Federal Funds- -	$ 6,000.00
State Funds- -	3,934.00
	$ 9,934.00

WASCO-MORO SECTION

PROJECT NO. F-152 (9)

Estimated cost of work by the Pacific Northwest Bell Telephone Company.

Plan B

Labor	$ 7,880.00	
Materials	26,570.00	
Equipment	1,180.00	
Rights of Way	1,700.00	
Overhead (Construction & Misc.)	2,040.00	
Rental 100 R.R. Poles, 10 years at $1.50 (P/W)	1,080.00	
Salvage Credit	7,000.00	Credit
	$ 33,450.00	
State Share (75/277 or 27%)	$ 9,031.00	

RECEIVED
APR 1
FOR FILE

477 Cottage Street N. E.
Salem, Oregon

April 9, 1963

Mr. Forrest Cooper, State Hwy Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons, Division Engineer
Salem, Oregon

By: C. R. Brooks
District Engineer

Oregon Project F-152(9), South Unit, Wasco-Moro Section

Our memorandum dated February 18, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated February 26, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letters dated March 8 and March 14, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letters dated March 11 and March 18, 1963.

The PR-9, approved January 3, 1963, authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You are authorized to proceed with actual adjustments for the above-mentioned utility's transmission lines effective March 14, 1963 in accordance with our verbal discussion of that date. You now are authorized to proceed with actual adjustments for the above mentioned utility's distribution lines effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
APR 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
4-12-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 12 1963
FOR FILING

F-152(9)

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 8, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

By: G. R. Brooks
District Engineer

Oregon Project F-152(9), South Unit Wasco-Moro Section
Hay Canyon Telephone Company Utility Adjustment

Our memorandum dated February 18, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated March 5, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated February 27, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated March 11, 1963. Reimbursement on an agreed lump sum basis of $250.00 is approved.

The PR-9, approved January 3, 1963, authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

[illegible] 1963

original To Young
4-12-63

NOTED
LLOYD P. SHAW

FORM 2-28X 80M 9-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 1, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

ATTENTION: Mr. G. H. Baker

Re: Revised Plans
S. Unit, Wasco-Moro Section
Sherman Highway - Sherman County
Project: F-152(9)
YOUR FILE: D 315 - 2 - 114

Gentlemen:

We have your letter of March 18, 1963, with which you returned one set of approved construction plans for this project. However, there were certain revisions which your engineer, Mr. J. M. Bates, requested.

Attached you will find 4 copies of revised sheets #7, 9 and 10 for your review and approval:

(1) A typical section has been added on sheet #7 to show the 2' rock blanket on the railroad's roadbed slope near railroad station 1265.

(2) The easement area for the highway encroachment between railroad stations 1329+25 and 1347+50 have been revised on sheets #9 and 10.

(3) Guardrail has been added on sheet #7 between Stations 327 and 332 and on sheet #9 between Stations 394 and 400.

(4) Attached you will find a copy of the Special Provisions regarding permits for contractor's private crossings as revised in November, 1962. This will be included in all contracts involving the Union Pacific Railroad in the future, but was inadvertantly omitted from this contract.

We trust that the foregoing meet with your approval.

Very truly yours,
F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachments
cc: R. L. Porter
L. P. Shaw
L. H. Young
Dean Swift
E. L. Scrivner

RECEIVED
APR 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

MARCH 18, 1963

(File Ref. D 315 - 2 - 114)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. L. H. Young,
Office Engineer

Dear Sir:

Kindly refer to your letter of February 21 whereby you submitted Plans and Special Provisions to cover the grading and paving work on the South Unit of the Wasco-Moro Section of Sherman Highway in Sherman County along our Grass Valley Branch, State Project No. F-152(9).

Herewith one set of the Plans which has been approved by Mr. J. M. Bates for the Railroad's Chief Engineer, subject to revisions given as follows:

1. Sheet No. 7 of the Plans should be revised to indicate construction easement area and placing of 2-foot rock blanket on the Railroad's roadbed slope in the vicinity of Railroad Station 1265, in accordance with Exhibit "A" print and typical section shown thereon, which accompanied Railroad-State agreement dated September 20, 1962 covering this section of Sherman Highway.

2. The easement area for highway encroachment between Railroad Stations 1329+25 and 1347+50 shown on Sheets Nos. 9 and 10, should be replotted in accordance with above-mentioned Exhibit "A" print.

3. The State should revise its Plans to require guard rail installed between Highway Stations 327 and 332 and between 394 and 400 to confine highway traffic.

4. It would be appreciated if the State's standard form of Special Provisions were revised to eliminate requirement that the Contractor secure private crossing agreements with the Railroad.

Yours very truly,

G. H. Baker

enc.

RECEIVED
MAR 20 1963
OFFICE ENGINEERING
DIVISION

9

RECEIVED
MAR 29 1963

FOR FILING

F 152(9)

6235

March 28, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering directional signing on the South Unit, Wasco-Moro Section of the Sherman Highway in Sherman County, Contract No. 6235 in connection with Federal-Aid Project No. F-152(9).

This work is necessary for the direction and guidance of traffic during construction and is an anticipated item of the contract. It does not include lights, warning signs and barricades required of the contractor for the safety of traffic and workmen.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
MAR 29 1963
FOR FILING
F-152(9)
6235

March 28, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering State's share of flagging on the South Unit, Wasco-Moro Section of the Sherman Highway in Sherman County, Contract No. 6235 in connection with Federal-Aid Project No. F-152(9).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
MAR 29 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

F-23(0)

6233

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 26, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

By:
G. R. Brooks
District Engineer

Oregon Project F-152)9), South Unit, Wasco-Moro Section
Wasco Electric Cooperative Utility Adjustment

Our memorandum dated February 18, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidence by your Staff Attorney's letter dated February 26, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated March 13, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated March 19, 1963. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is approved. The negotiation of a contract with Lebanon Electric Company is approved in accordance with the authority granted in subparagraph 6, d(2) of PPM 30-4.

The PR-9, approved January 3, 1963, authorized you to proceed with preparatory work for all utility adjustments, to be included in the constructionphase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective March 18, 1963 in accordance with our verbal discussion of that date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original to Young
3-29-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 15 1963

FOR FILING

F-[illegible] (1)

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
March 19, 1963

Agenda Item 4r-1

Cooperative Construction Agreement
South Unit, Wasco-Moro Section
Sherman Highway No. 42
City of Moro

Mr. H. S. Cox
County & City Engineer
Office

Attention: Don N. Harwell
Mapping & Records Engineer

Attached is a conformed copy of a cooperative construction agreement with the City of Moro covering the South Unit, Wasco-Moro Section of the Sherman Highway in the City of Moro.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Moro.

Secretary

rn
Attach: 1

RECEIVED
MAR 19 1963
FOR FILING

F-152(9)

6235

477 Cottage Street, N. E.
Salem, Oregon

March 14, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project F-152(9)
South Unit, Wasco-Moro Section
Grading and Paving

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6235 to L. S. Matusek of Portland, Oregon, low bidder in the amount of $610,828.00 at the March 12, 1963 bid opening.

Mr. Litchfield's March 7, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our February 18, 1963 letter authorizing advertising, authorization to Proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
[illegible] 1963
[illegible]
[illegible] ENGINEER

original To Young
Copy To Morgan
3-19-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 15 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible]

6235—

March 14, 1963

L. S. Matusek
3760 S. W. Jerald Court
Portland, Oregon

Dear Sir:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6235 for the following project:

Grading and paving on the S. Unit, Wasco-Moro Section of the Sherman Highway in Sherman County.

This award was based on your low bid of $610,826.00 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (STAC)

fp

RECEIVED
MAR 12 1963
FOR FILING
F-152 (9)
6235

March 12, 1963

Oregon State Highway Commission

Gentlemen:

There will be on the March 14 agenda for your consideration an agreement covering the South Unit, Wasco-Moro Section of the Sherman Highway and particularly the City of Moro.

It provides that the State shall prepare plans, obtain right of way, award contracts, and supervise construction as indicated in "Exhibit A", a set of plans, which is made a part of the agreement.

The City, by execution of the agreement, approves plans as shown in "Exhibit A", agrees to enforce parallel parking on the Sherman Highway within the city limits of Moro, and consents to any changes of grade required in construction of the project.

The agreement covers a project previously approved by the State Highway Commission on December 12, 1960. It has been signed by the Mayor and Recorder of the City of Moro and is offered for your consideration. Your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox

LPS:ajw fn

RECEIVED
MAR 1 2 1963
FOR FILING

E-152 (9)

6235

March 12, 1963

Oregon State Highway Commission

Gentlemen:

There will be on the March 14 agenda for your consideration an agreement covering the South Unit, Wasco-Moro Section of the Sherman Highway and particularly the City of Moro.

It provides that the State shall prepare plans, obtain right of way, award contracts, and supervise construction as indicated in "Exhibit A", a set of plans, which is made a part of the agreement.

The City, by execution of the agreement, approves plans as shown in "Exhibit A", agrees to enforce parallel parking on the Sherman Highway within the city limits of Moro, and consents to any changes of grade required in construction of the project.

The agreement covers a project previously approved by the State Highway Commission on December 12, 1960. It has been signed by the Mayor and Recorder of the City of Moro and is offered for your consideration. Your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox

LPS:ajw fn

RECEIVED
MAR 11 1963

FOR FILING

F-153(9)

6835

Salem, Oregon
March 8, 1963

Agreement, South Unit
Wasco-Moro Section
Sherman Highway No. 42
City of Moro

Mr. Floyd Query
Secretary
Building

Attached are three copies of an agreement covering the subject project.

The agreement provides that the State shall prepare plans, obtain right of way, award contracts, and supervise construction as indicated in "Exhibit A", a set of plans, which is made a part of the agreement.

The City by execution of the agreement approves plans as shown in "Exhibit A", agrees to enforce parallel parking on the Sherman Highway within the city limits of Moro, and consents to any changes of grade required in construction of the project.

The agreement covers a project previously approved by the State Highway Commission on December 12, 1960. It has been signed by the Mayor and Recorder of the City of Moro and requires your signature on behalf of the Highway Commission.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

RECEIVED
FEB 28 1963
FOR FILING

F-152(9)

477 Cottage Street, N.E.
Salem, Oregon

February 18, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

By:
G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project F-152(9)
Wasco-Moro Section
Grading and Paving

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that all relocations are either completed or in the process of completion as indicated in Mr. Wright's February 11, 1963 letter.

We have, by memorandum dated February 11, 1963, advised you that gas pump installations are shown within the right-of-way in the city of Moro on the project plans. Concurrence in award of contract will be withheld pending notification that satisfactory arrangements have been made for removal of the encroachments from the right-of-way.

Mr. Nash's letter of February 14, 1963 advises that the agreement with the city of Moro is in process and will be completed prior to the award of contract. Concurrence in award of contract will be withheld pending our approval as to form and content of the draft of the agreement.

Mr. Young's letter of February 1, 1963 transmitted the agreement dated September 20, 1962, File No. 34717, with the Union Pacific Railroad Company. The agreement has been approved effective this date. You are authorized to proceed with railroad work included in the project.

Your February 11, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

NOTED
LLOYD P. SHAW

original To Young
copy To Gifford 2-27-63

9

RECEIVED
FEB 15 1963

FOR FILING
F-152(9)
6335

477 Cottage Street N.E.
Salem, Oregon

February 11, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-152(9)
South Unit, Wasco-Moro Section
Sherman Highway

Reference is made to the small scale plans received today on subject project.

It is noted that within the City of Moro, gas pump installations are shown that are, apparently, within the right-of-way. Objection was raised to this feature when preliminary plans were received some time ago.

Regulations prevent the final acceptance of any project unless and until all encroachments are removed from the right-of-way.

Please advise as to the action you intend to take in the matter. Clearance for advertising will hinge on your reply.

original To Young
copies To Wright
Barbee

NOTED
LLOYD P. SHAW

RECEIVED
JAN 14 1963

RAILROAD
FILE No. [illegible]

FORM E-20, 10M, 11-61 40890

F-152 (1)

6235

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1963

SUBJECT: Barnum Hollow Watercourse
Sherman Highway
Sherman County
Union Pacific Railroad Co.

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached please find fully executed copy of an agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:jr
Enclosure

cc: R. L. Porter
F. D. Morgan
I. A. DeFrance
Dean Swift
J. W. Nash
C.H. Maison
Earl F. Saling

NOTED
FLOYD QUERY

RECEIVED
SEP 19 1962
FOR FILING
F-153(9)

September 18, 1962

Oregon State Highway Commission

Gentlemen:

The construction of the section of the Sherman Highway between Wasco and Moro involves encroachments upon the Union Pacific Railroad Company's right of way. We have reached an agreement with the Railroad concerning these encroachments and copies of this agreement will be before you for your action at the Commission meeting on Thursday, September 20.

The agreement involves the payment to the Union Pacific Railroad Company of $130 for the encroachments, which sum can be readily substantiated by appraisals.

Your approval and signing of the agreement is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

Mr Query
cc G. S. Paxson
Victor D. Wolfe
L. I. Lindas
C. H. Maison

GSP:ms

RECEIVED

FOR

F-152(9)

[illegible]

477 Cottage Street N.E.
Salem, Oregon

September 17, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2DA Salem, Oregon

Oregon Project F-152(9)
Wasco-Moro Section, Sherman Highway
Utility adjustments

We approve as of this date the plans and estimate documents and the agreement as evidenced by the exchange of correspondence of 8/21/62 and 8/15/62 between you and the utility company. Authorization to proceed with the work as programed is granted.

Your attention is directed to the conditions of federal-aid participation in our memo of September 5, 1962, of which a copy is attached for your ready reference.

Attach.

original To Young
with attachment
9-19-62

NOTED
[illegible] PORTER

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[illegible] 11 1962
FOR FILING

F 153 (6)

6235

September 11, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are enclosing one project, Item 403, which we desire to have included in the Federal-Aid Primary Program.

Your early approval of this item is requested to permit the Pacific Northwest Telephone Company to adjust their facilities prior to the coming winter season. The construction of the section is planned as soon as sufficient Primary Funds become available.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWN:jb

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	**FEDERAL - AID PR** (PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 97 6.5 Mi. N. to Moro 21 65	**ADT**	PRESENT 950	FUTURE 1,900 (66) (70)	YEAR 80 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Grade, Drain High Type Pavement 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Shermar	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID 12

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53	US 97 6.5 mi. N. to Moro (South Unit, Wasco-Moro Section)	(54) (58)	(59) (66)	(67) (76
5					**PE**					
5					**ROW**					
5					**CONST** (CODE)				10,000 (760,000)	6,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	6.53	10,000	6,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 950	FUTURE 1,900	YEAR 80	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 012	ITEM NO. ~~403~~ 402

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F-	NUMBER 152(9)	SEQ. NO.	I. Projects Only POST MI.	DESIG.

COUNTY NAME Sherman — CODE 055

ROUTE NO. FEDERAL-AID 12 — STATE — U.S. 97

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Prep. work and utility adjustments (telephone lines, etc.). Preliminary to rdy. constr. (Future grade, drain, two-12' lanes high type pave. with 8' shoulders).
	10,000 (760,000)	6,000	4,000		ROW - 160' normal; Access Control - partial; Parking Restrictions - none.
6.53	10,000	6,000	4,000		

REMARKS

SOUTH UNIT, WASCO-MORO SECTION

PROJECT NO. F-152(9)

Existing Facility

Roadway: The section was constructed in the 1930's under Project F 152-A. The present surface is bituminous macadam 18' to 20' in width with 2' to 3' shoulders.

Structures: None

Adjacent Sections

North End: Two 10' lanes bituminous penetration with 2' shoulders.

South End: Two 11' lanes AC pavement with 8' shoulders constructed under F-152(4)

Project Data

Roadway: Grade and drain on improved grade and alignment. Construct two 12' lanes high type pavement with 8' shoulders including truck climbing lanes on sections of severe grades. The section through Moro approximately 0.3 mile in length is to be constructed 53' in width between existing curbs to provide two travel lanes with parking each side.

Structures: None

System Action, Airports, Railroads, Water Development - None involved.

Public Hearing - Opportunity for hearing waived by City of Moro.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D.C.

August 22, 1962

CIRCULAR MEMORANDUM TO: Regional and Division Engineers

FROM: C. E. Fincher, Jr., Chief, Finance Division
34-22 Washington, D. C.

C. E. Fincher Jr

SUBJECT: American Telephone and Telegraph Company's construction overhead and intercompany profit between Western Electric Company and the Bell System

Circular Memorandum dated July 30, 1962, subject same as above, is rescinded. The following replaces the aforesaid circular memorandum and attachments.

The American Telephone and Telegraph Company's method of distributing construction overhead expenses to relocation projects has been reviewed. A determination has been made that the Company's method of allocating construction overhead expenses to relocation work is reasonable and equitable, and is, therefore, accepted.

The American Telephone and Telegraph Company and its subsidiaries (Bell Companies) have agreements with Western Electric Company, which are known as "Standard Supply Contracts." Western Electric agrees, to the extent reasonably required for the Bell Company's business, to manufacture and purchase materials for the Bell Companies, to maintain stocks at distributing points, to prepare equipment specifications and to perform installations of materials and to repair or dispose of used materials returned by Bell Companies. As a consequence of these contracts, the majority of the materials incorporated in Federal-aid projects by the Bell Companies are supplied by Western Electric. An element of profit is included in their charges for these materials.

American Telephone and Telegraph Company owns 99.82% of Western Electric's common stock. The AT&T Company files a consolidated tax return which includes 21 associated companies and Western Electric.

It has been determined that Western Electric is a wholly owned subsidiary of the AT&T Company as defined under PPM 30-[illegible] Section 2.a. Since Western Electric is a part of the utility, profit on its materials incorporated in Federal-aid projects should be [illegible]. This is in accordance with Section 11.a. of PPM 30-4.

(more)

Litchfield

Western Electric's percent of profit (net sales to net profit after taxes) for the Calendar Year 1961 was 4.6%. This percent represents the amount of profit included in Western Electric's prices for materials, and is charged to highway projects. To ascertain the amount of this intercompany profit on Western Electric's materials, apply the aforementioned rate to materials supplied by Western Electric and placed in the job. A credit for inter-company profit will be required on all work authorized after September 1, 1962. The same rate shall apply from the time of authorization to the completion of the project. The applicable rate will be redetermined annually by the Washington office.

The following companies are affected in the application of this rate for work performed by them under contracts on Federal-aid projects.

Companies

American Telephone and Telegraph Company
New York Telephone Company
New Jersey Bell Telephone Company
Bell Telephone Company of Pennsylvania
Diamond State Telephone Company
Chesapeake and Potomac Telephone Company of Washington, D. C.
Chesapeake and Potomac Telephone Company of Maryland
Chesapeake and Potomac Telephone Company of Virginia
Chesapeake and Potomac Telephone Company of West Virginia
Southern Bell Telephone and Telegraph Company
Ohio Bell Telephone Company
Michigan Bell Telephone Company
Indiana Bell Telephone Company
Wisconsin Telephone Company
Illinois Bell Telephone Company
Northwestern Bell Telephone Company
Southwestern Bell Telephone Company
Mountain States Telephone Company
Pacific Northwestern Bell Telephone Company
Bell Telephone Company of Nevada
New England Telephone and Telegraph Company

RECEIVED
AUG 21 1962
FOR FILING

F-158(4)

6235

Salem, Oregon
August 21, 1962

Advance Prefix

Mr. Walt Wright
Right of Way Engineer
OFFICE

The following prefix is assigned in advance of BPR authorization of begin acquisition of right of way: Prefix 28-2502, Wasco - Moro section of the Sherman Highway in Sherman County. The approximate limits are from Station 105 to Station 460 as set out on maps 8B-15-16, 8B-15-19 and 8B-16-10.

The acceptance of options and the filing of condemnation suits should not begin until Bureau approval is received.

L. H. Young
Office Engineer

JAH:ra

RECEIVED
10 1962

FOR FILING

[illegible]

Salem, Oregon
August 9, 1962

Pacific Northwest Bell Telephone Co.
Estimate 10557
Telephone Line Relocation
Wasco-Moro Section
Sherman Highway - Sherman County

MEMO TO THE FILES

A meeting was held on August 1, 1962, between representatives of the State and the Bureau of Public Roads concerning the attached estimates of the Pacific Northwest Bell Telephone Company. The Bureau of Public Roads was represented by Mr. Gordon R. Brooiq, District Engineer, and Mr. Clyde C. Pike, Auditor. The State was represented by Mr. T. W. Litchfield, Utilities Liaison Engineer, and Mr. Fred W. Segnet, Assistant Utilities Liaison Engineer.

The estimate for Plan "A" is for a hypothetical relocation of the existing open wire lines adjacent to the new construction. The estimate for Plan "B" is for the work as it actually is intended to be done. This consists of constructing a buried cable about one and one-half miles west of the highway and removing the existing open wire lines.

Both plans use our customary method of determining reimbursement; that is:

$$\frac{\text{(The number of poles on private property)}}{\text{(The total number of poles involved in the move)}} = \text{\% Reimbursable}$$

As can be seen from Plan "A", the poles to be moved break into three distinct groups. These percentages are computed in the above manner and are tabulated. We check their tabulations and the arithmetic, which appears to be sliderule accuracy.

Plan "B" reflects the total cost of replacing the open wire line with a buried cable and then determining the proportionment by using the total number of poles involved for Plan "A" and dividing this figure into the total number of poles on private property. We check their computation, and agree that 27 per cent of the total cost will be reimbursable if Plan "B" is used.

This estimate was made with the assumption that the north end of the project would be at Station 63+00. As now planned, the north end of the project is at Station 127+00. It was thought that the moving of the portion of the open wire line between Station 63 and 127 could be included on this project, since it is in the area of a future project and the major relocation of the open wire line will be done now.

As can be seen, the estimated cost of Plan "A" to the State will be $15,830 as compared to the estimated cost of Plan "B", which is $9,900. Obviously, Plan "B" would be the less expensive, amounting to the saving to the State of an estimated $5,930. This plan has been tentatively approved by the Bureau of Public Roads and our Accounting Division.

In view of these facts, the following recommendations are made:

1. The State accept the telephone company's Plan "B" as presented.

2. The State notify the Pacific Northwest Bell Telephone Company through the Legal Division, that this plan has been accepted as presented.

3. Program the utility adjustments on this project into Stage 2 so that construction work on this utility move may begin as soon as materials are available.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp:bjb

cc General Files
A. W. Parsons
C. H. Matson
L. I. Lindas
L. H. Young
Dean Swift

CONSTRUCTION DIVISION
[illegible]
JUL 30 1962
[illegible]

PACIFIC NORTHWEST BELL TELEPHONE COMPANY

Portland, July 25, 1962

Oregon State Highway Department
Salem, Oregon

Attention: Mr. T. W. Litchfield

Gentlemen:

At a recent meeting in Salem with Messrs. Litchfield, Sugnet and Wolf we discussed two methods of reimbursement for rearranging plant in connection with highway construction.

As was agreed at that time we are attaching a breakdown of the two methods.

One is a hypothetical relocation of our open wire plant, PLAN A and the other is the job we expect to do which is constructing a buried cable on / PLAN B private property about a mile and a half west of the highway. This will allow us to remove all of the wire between Wasco and Moro and all of the poles in the construction area.

Both plans use a percentage for arriving at a billing amount based on a ratio of poles on private property to total poles in the construction area.

Will you please review and let us know your decision in this matter. In future correspondence will you please refer to our Estimate 10557.

Very truly yours,

M. G. JOHNSON

EGW/jr

M. G. Johnson
District Plant Engineer

Attachment

WASCO-MORO

Method of arriving at reimbursable percentages (open wire replacement plan).

Section #	Pole #	Distance	Poles P.P.	Pole Hwy.	Total	Percent
1	712-759	6,500'	40	10	50	80
2	655-704	7,600'	28	30	58	48
3	447-615	19,200'	7	162	169	4
			75		277	

	Section 1	Section 2	Section 3
Cost of Labor	$ 3,950	$ 4,530	$ 7,560
Construction overhead costs	1,390	1,870	2,540
Engineering costs	1,250	1,250	1,650
Right of Way costs	500	500	100
Materials and Supplies	2,230	4,170	9,470
Supplies expense	80	140	320
Motor Vehicle expense	660	780	1,280
Board and Lodging	850	980	1,640
Miscellaneous	460	370	600
	$ 11,370	$ 14,590	$ 25,160
Credit Salvage	850	1,000	2,340
Net Cost	10,520	13,590	22,820
Percent reimbursable	80%	48%	4%
Reimbursable	$ 8,420	$ 6,500	$ 910

Total Reimbursable

Section 1	$ 8,420
Section 2	6,500
Section 3	910
	$ 15,830

chkd FWS

PLAN "A"

WASCO-MORO

Buried Cable Plan (approximately 7.5 miles)

	Buried Cable Construction	Removing Poles and Wires
Cost of labor	$ 1,710	$ 5,250
Construction overhead costs	680	850
Engineering costs	3,120	100
Right of Way costs	1,700	-
Materials and supplies	25,670	
Supplies expense	900	-
Motor vehicle expense	720	460
Board & Lodging	370	550
Miscellaneous	210	300
	$ 35,080	$ 7,510

Buried Cable	$35,080
Removals	7,510
Present worth of annual rental of 100 RR poles @ $1.50 per year for ten years	1,080
	$43,670
Less Salvage	7,000
Net Cost	$36,670

$\frac{\overset{75}{\cancel{76}}}{277}$ or 27% = $9,900 = Reimbursable amount ck'd FWS.

Reimbursable Percentage Data

Total Poles in rebuild section between Wasco and Moro - 277
Poles located on Private Property - ~~76~~ 75

PLAN "B"

9

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2 1962

FOR FILING

F-152(1)

6235

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 1, 1962

SUBJECT: Access Points
Wasco - Moro Section
Sherman Highway
Sherman County

To: Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

Attached is a Right of Way map upon which are shown the locations of the points of access which we plan to allow the various adjacent owners on the above project.

These points have been determined by field inspection conducted by our Right of Way people in conjunction with the Resident Engineer, and have been determined to be the minimum necessary to adequately serve the owners' remaining property. All points of access have been approved by the Division Engineer

File numbers, names of owners, stations of access, and widths are as follows:

File Number	Name	Engineer's Station	Side of Highway	Width
30439	Haven	129+50	E and W	25 ft.
		129+50 (Farm Crossing)	E and W	60 ft.
30440	McDermid	139+80	Easterly	25 ft.
		148+00	E and W	25 ft.
		166+50	Westerly	25 ft.
		167+50	Easterly	25 ft.
		167+50 (Farm Crossing)	E and W	60 ft.
30441	Walker	194+41	E and W	25 ft.
30442	Pinkerton	216+60 (Farm Crossing)	E and W	60 ft.
		216+60	E and W	25 ft.
		237+00	Westerly	25 ft.
		257+50	Westerly	25 ft.

Mr. R. L. Porter
Page 2
August 1, 1962

File Number	Name	Engineer's Station	Side of Highway	Width
30708	DeMoss	257+50	Easterly	25 ft.
		270+50	E and W	25 ft.
		270+50	E and W	60 ft.
		(Farm Crossing)		
		296+50	Westerly	25 ft.
		304+50	Easterly	25 ft.
		304+85	Westerly	25 ft.
34710	DeMoss	325+75	Westerly	25 ft.
		327+00	Westerly	25 ft.
34711	Byers	338+30	Westerly	25 ft.
34712	Douma	374+25	E and W	25 ft.
34713	Hockman	396+60	Westerly	25 ft.
34714	Strong	426+75	Westerly	25 ft.
		449+00	Easterly	25 ft.
34715	Balsinger	450+70	Westerly	25 ft.
34716	Phillip	452+00	Easterly	25 ft.

It is recommended that this line be appraised and negotiated on the above basis.

L. I. Lindas
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:dd
Attachment

cc: Mr. L. I. Lindas

Approved:

R. L. Porter

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JUL 19 1962
FOR FILING
F-152(9)
6035

July 17, 1962

Survey Resol.
256

Oregon State Highway Commission

Gentlemen:

On Program 7 you approved the sum of $835,000 for improving the Sherman Highway between Wasco and Moro in Sherman County. The survey, which embraces 6.9 miles of improvement, has been completed. I recommend that this survey have your approval and that the Right of Way Division be authorized to proceed with the necessary right-of-way acquisition. This section can be contracted as soon as the necessary right of way is acquired. No public hearing was requested.

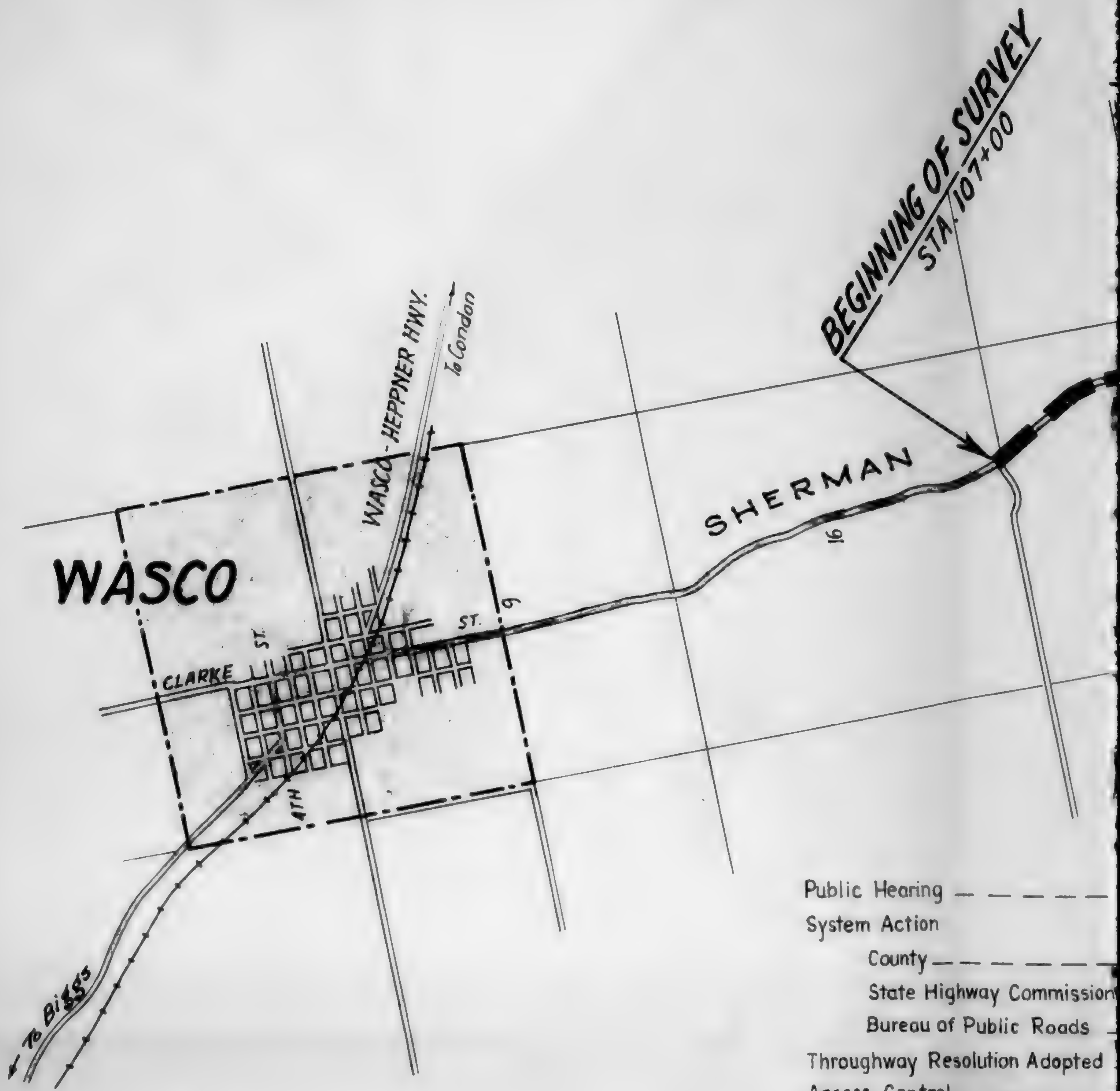
This matter will be on the agenda for your consideration at the August 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

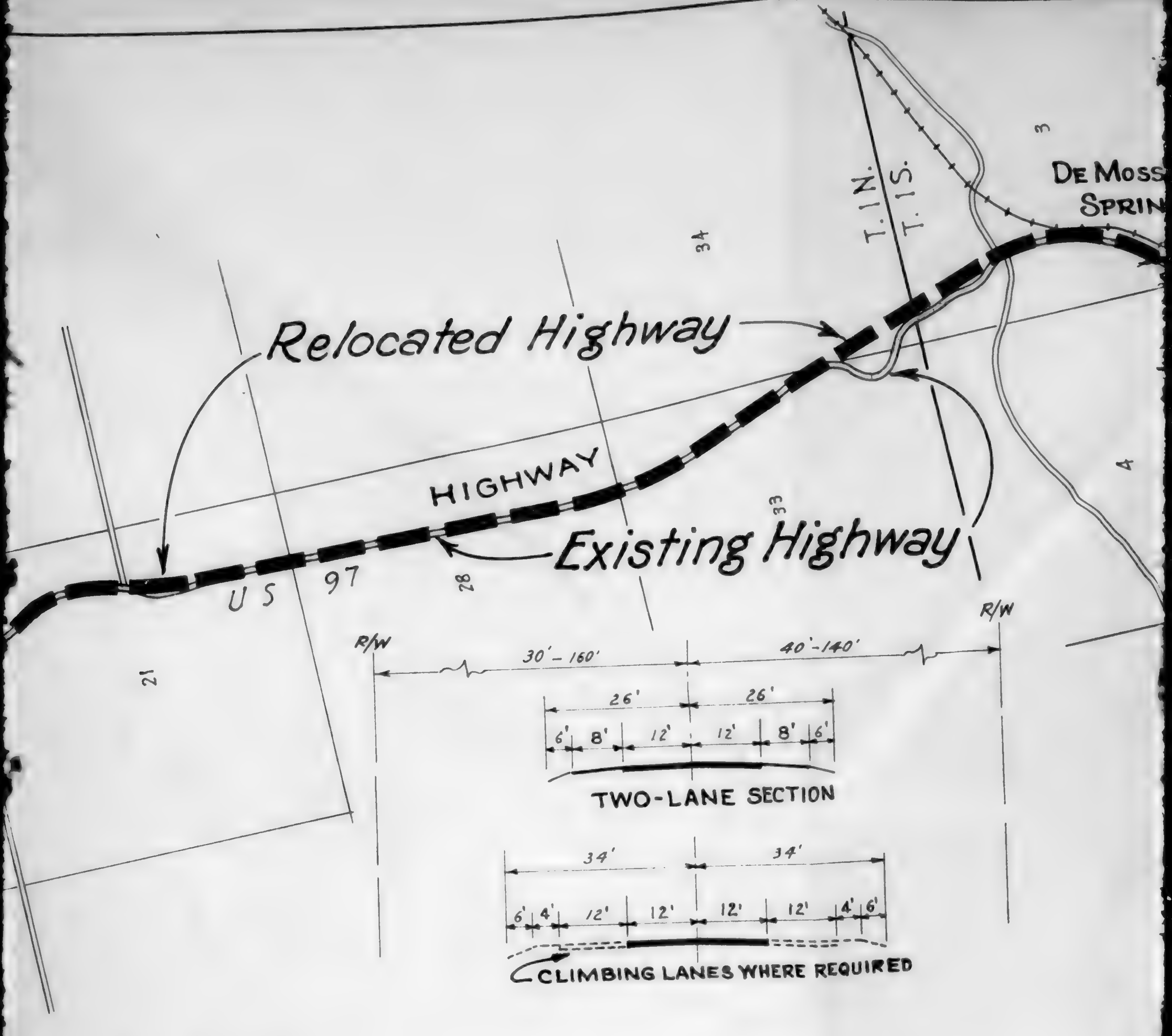
Encl.
cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
C. H. Maison
F. D. Morgan
W. T. Wright

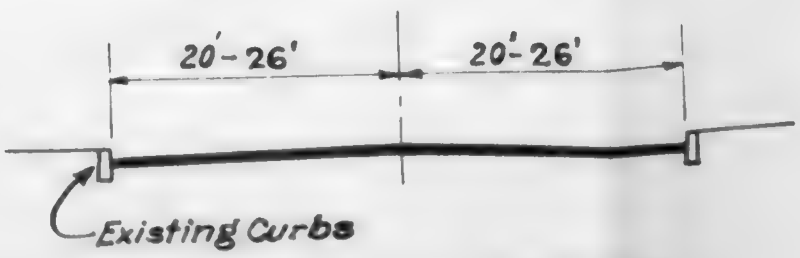
RLP:ajw hlb



Public Hearing — — — —
System Action
County — — — — —
State Highway Commission
Bureau of Public Roads
Throughway Resolution Adopted
Access Control — — — —

6.94 Mi.





RESURFACING SECTION

---- None Required
---- None Required
Commission None Required
Roads None Required
Adopted None Required
---- Limited ----

OREGON STATE HIGHWAY DEPART

Survey Approval Map

WASCO-MORO SECT

SHERMAN HIGHWA

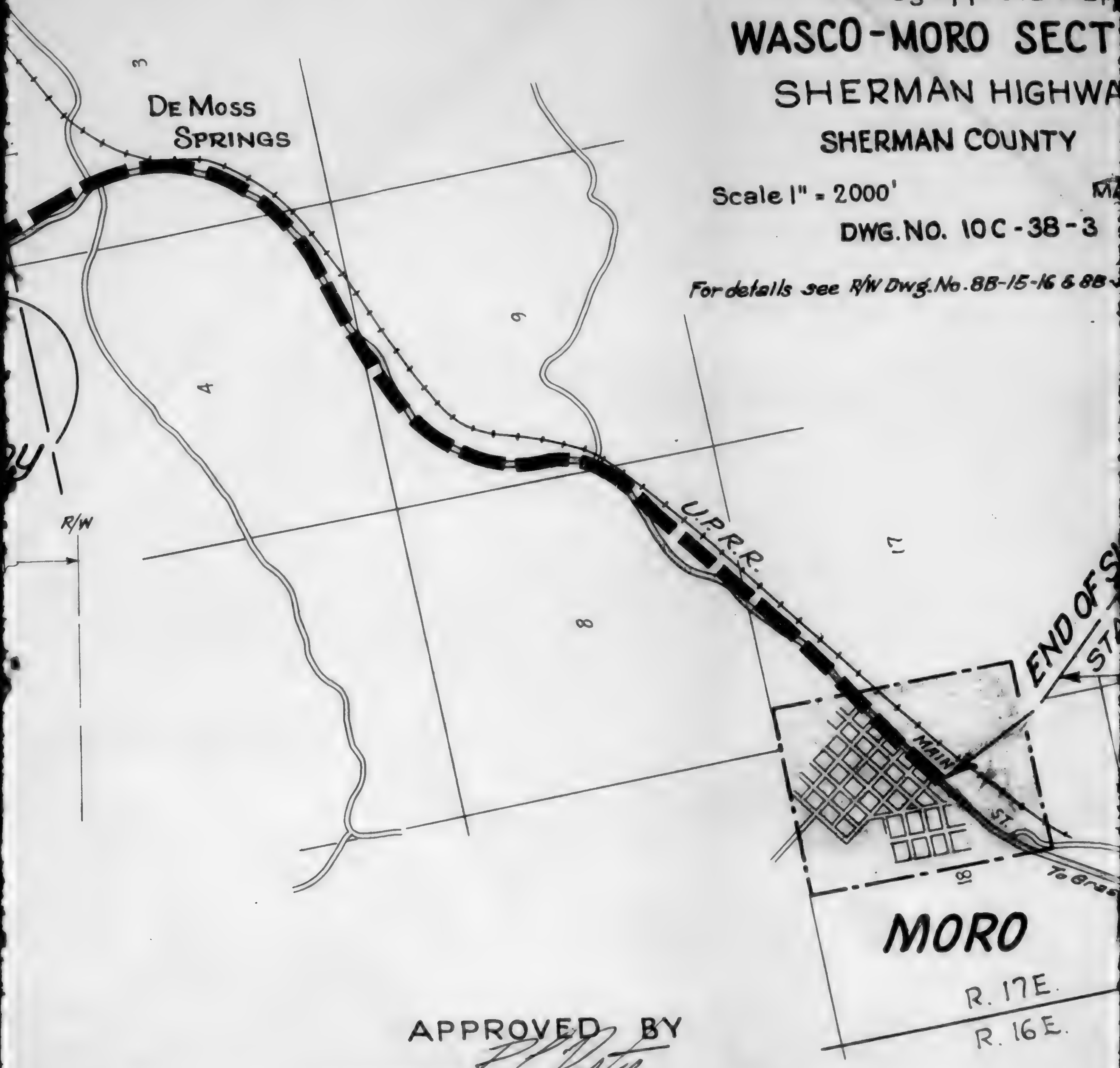
SHERMAN COUNTY

Scale 1" = 2000'

MA

DWG. NO. 10C-38-3

For details see R/W Dwg. No. 8B-15-16 & 8B-



APPROVED BY

ASST ~~DEPUTY~~ STATE HIGHWAY ENGINEER

DATE: JUL 17 1962

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

WASCO-MORO SECTION

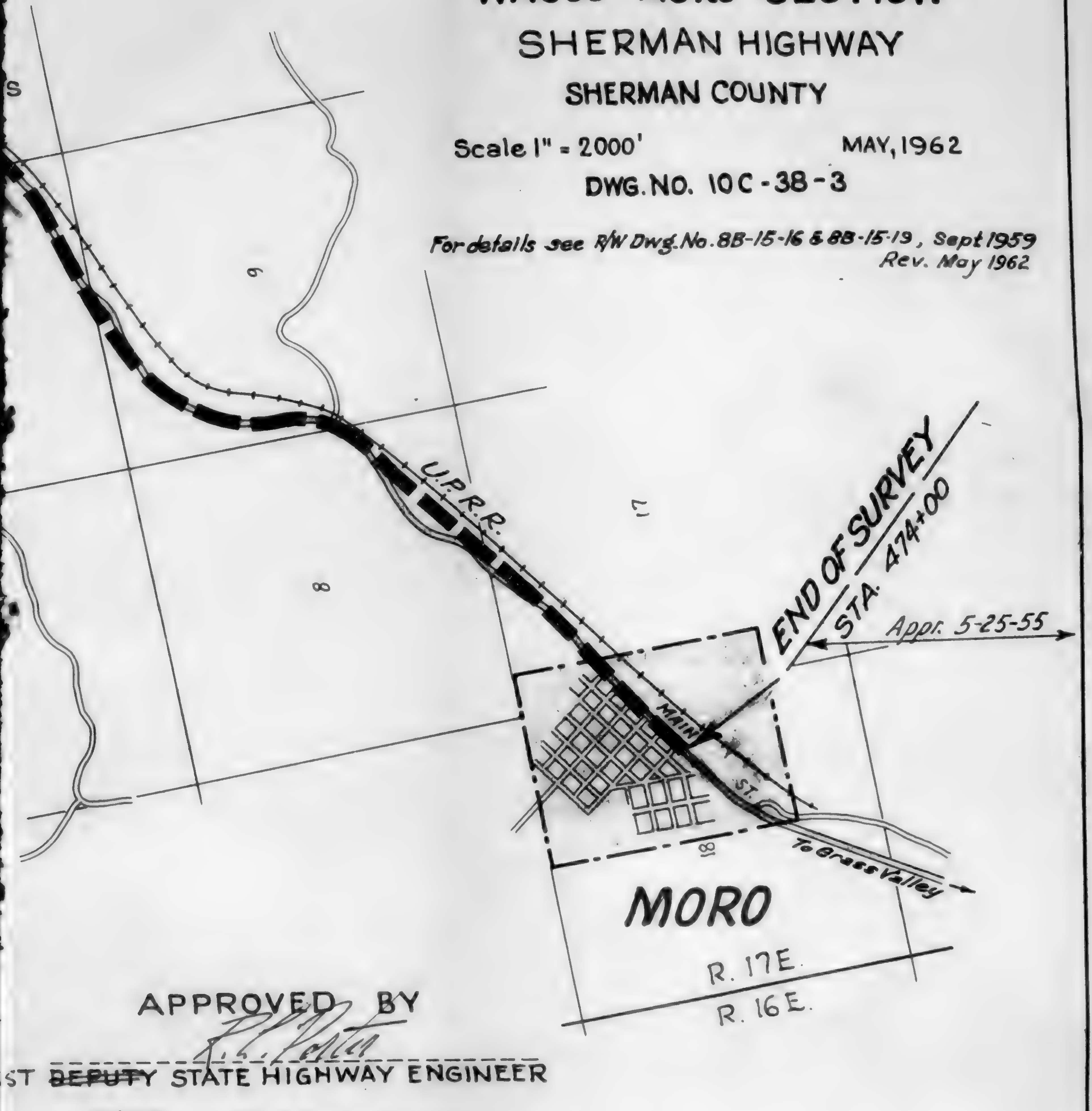
SHERMAN HIGHWAY

SHERMAN COUNTY

Scale 1" = 2000' MAY, 1962

DWG. NO. 10C-38-3

For details see R/W Dwg. No. 8B-15-16 & 8B-15-19, Sept 1959
Rev. May 1962



APPROVED BY

ST ~~DEPUTY~~ STATE HIGHWAY ENGINEER

DATE: JUL 17 1962

RECEIVED
JUL [illegible] 1962
FOR FILING

F-[illegible]

July 2, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Wasco-Moro Section
Sherman Highway

The State proposes to reconstruct a subsection of the Wasco-Moro Section of the Sherman Highway in Sherman County. For a short distance, this parallels your track and we are requesting two easements for slopes and a construction easement for a minor ditch revision near your station 1265+50.

I am enclosing herewith four prints each from our drawings 8B-16-10, revised June 1962, and 8B-16-10a, revised June 1962. The first drawing referred to is a map and the second is cross sections of the proposed easement areas. We are tentatively scheduling this project for contracting in September, which means that we should have an agreement with your company about the middle of August. Anything you can do to expedite this agreement will be greatly appreciated.

I also enclose four sets of the descriptions covering these easements.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
enc.

bc Mr. Forrest Cooper
Mr. Fred Klaboe

RECEIVED
JUN 22 1962
FOR FILING
F-152(5)

477 Cottage Street NE
Salem, Oregon

June 20, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Use of Consulting Engineer, Wasco Electric Corp., Inc.

We approve the use of Robert Welty, Consulting Engineer, by Wasco Electric Corporation, Inc. for engineering work required on adjustments of their utility facilities required by construction of Federal Aid Projects. Your letter of June 19, 1962 and letter from Wasco Electric Corporation, Inc., dated June 15, 1962 is the basis for this approval.

Cost estimates for work to be done in the future should state that engineering work will be done by the consultant as approved by this memo.

original To Young
copy To Morgan
6-22-62

OREGON STATE HIGHWAY DEPARTMENT
NTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 15, 1962

SUBJECT: Meeting with Mayor Van Gilder of Moro.

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

I met with the Mayor and City Council in Moro, Tuesday Evening. They had nothing of much importance and were mostly just curious as to what we are going to do through their town.

One of the Councilmen asked that we level up their streets laterally. I told him this would be impossible as their city was built on a side of a hill, and the one-half crown section that is in existance is the only section that could possibly fit properly on both sides.

They were also concerned over the fact that the latest set of plans shows 400 feet between the end of this proposed project and the beginning of the last section we did. This I could not explain, as I had no idea why this 400 feet was not included. I assured them I would call this to your attention and get this 400 feet included, if at all possible.This block in the 400 feet not included is the only block without curbs. On the previous section we put in curbs at no cost to the city. If some later ruling by the Commission does not allow us to spend money on curbs, the City would be willing to install such curbs; however, they were a little hesitant as we had already set a precedent on the previous section.

Dean Swift
DEAN SWIFT
Division Engineer

DS:mo

CONSTRUCTION DIVISION
RECEIVED
JUN 18 1962
NOTED ☒ CE ☐ ACE ☐ ACE ☐ ☐ CUE

NOTED
J. E. MORELOCK

FORM 8-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

CERTIFIED MAIL

May 31, 1962

Hon. D. A. Van Gilder
The Mayor
City Hall
Moro, Oregon

Dear Sir:

The Oregon State Highway Commission has proposed plans to reconstruct a section of the Sherman Highway (US 97) between Wasco and Moro. The proposed project begins approximately 1-1/2 miles south of Wasco and extends in a southerly direction to Moro. The proposed plans call for widening, straightening, and paving the existing highway. In the city of Moro, the proposed construction calls for resurfacing the existing pavement between the curbs and in the north end of town for approximately 1-1/2 blocks the present pavement will be widened to 24 feet and 8-foot shoulders constructed. The proposed project is shown colored in red on the attached map.

In conformance with state statutes and federal regulations, the Highway Commission will have a notice published in the Moro "Sherman County Journal." The Bureau of Public Roads requires that the notice appear for two successive weeks so it will appear in the June 14 and June 21 issues of the paper. This notice is to inform interested persons of the proposed project and to afford them an opportunity to request a hearing if they so desire.

The notice will contain information asking that requests for a hearing be directed to the Moro City Council. The deadline for such a request has been set as June 26.

A reply as to whether or not any requests for a hearing are received would be appreciated by June 29, 1962.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOT
G. S. PA

JDG:mm
Attachment

cc: Highway Commission, 3
Forrest Cooper
G. S. Paxson
(Continues on sheet 2)

RECEIVED
MAY 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

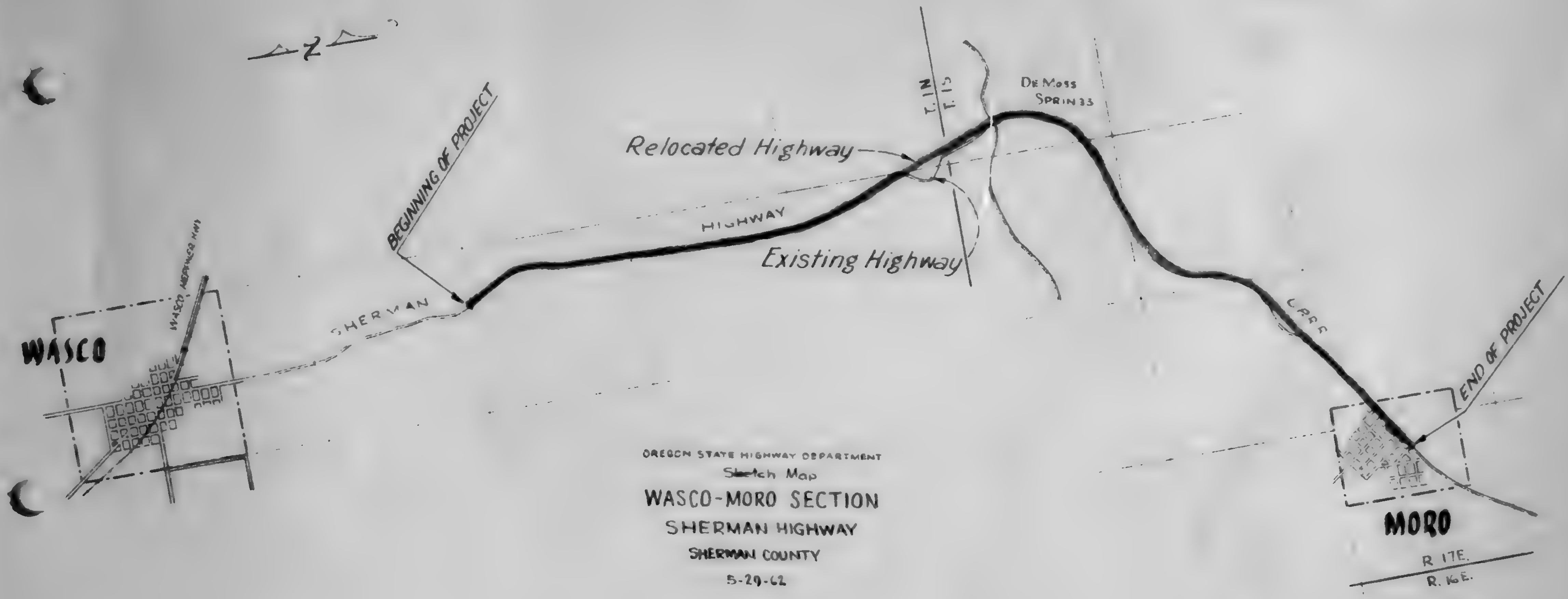
cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. I. Lindas
Frank Morgan
Walter T. Wright, 2
H. S. Cox, 2
G. K. Attig
A. F. Parson
Ted Litchfield
Carl Plogg
Sherman County Court, Moro
U.S. Bureau of Public Roads, Salem

Pacific Northwest Bell Telephone Company
410 N.E. Clackamas
Portland

Bonneville Power Administration
P.O. Box 3537
Portland, 8

Pacific Power & Light Company
Public Service Building
Portland

Wasco Electric Corporation
P.O. Box 537
The Dalles



OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
WASCO-MORO SECTION
SHERMAN HIGHWAY
SHERMAN COUNTY
5-29-62

30-8328 Nye Jct.-Ukiah Rock Prod. Proj. 1963
Pendleton-John Day & Ukiah-Hilgard
#6236 Hwys. vicinity of Ukiah

RECEIVED
FEB 5 - 1964
FOR FILING

6236

January 27, 1964

A. C. Holmes Company
900 S. W. Emigrant Avenue
Pendleton, Oregon

Attention: A. C. Holmes

Gentlemen:

Thank you for your letter of January 23 informing us that your claim against J. Arlie Bryant, Inc., for petroleum products has been satisfied.

Our records indicate this to be in reference to your claim in the amount of $2,643.64 which was filed against J. Arlie Bryant, Inc., Contract No. 6236 for rock production on Nye Junction-Ukiah Section of the Pendleton-John Day and Ukiah-Hilgard Highways in Umatilla County.

This information is being noted in our records and we will advise the surety and the contractor that you are releasing your claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Fireman's Fund Insurance Company
3333 California St.
San Francisco, California

Akers & Jones Inc.
618 N. Main
Milton-Freewater, Oregon

J. Arlie Bryant, Inc.
E. 2118 36th
Spokane 34, Washington

Commissioners

NOTED ON CARD

CWH:fkn

RECEIVED
JAN 14 1964
FOR FILING

[illegible]

6236

January [illegible]

Fireman's Fund
Insurance Company
P O Box [illegible]
Seattle Washington

Attn: Mr. Robert [illegible]

Dear Mr. [illegible]:

#6236

In reference to your letter on our claim against J. Arlie Bryant Inc. in the amount of $2,6[illegible] , that you were informed that the claim had been paid is not correct.

We received a check from the Clarence Braden Construction Company of Walla Walla Washington in the amount of $2591.75 stating that he had taken over the crushing unit from J. Arlie Bryant by voluntary repossession and was assuming certain payables in which ours was included.

Your will note their payment was short $51.[illegible] with no explanation why they had underpaid the account. Upon receiving this shortage we will be happy to release our claim with the State Highway Commission.

We are inclosing a copy of Clarence Braden Construction Company's letter to us when he sent their check.

Very truly yours,

[illegible] Co.

By

Copy to:

Oregon State Highway Commission
Attn: Floyd Query

ACH/[illegible]

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
DEC 3 - 1963
FOR FILING

December 2, 1963

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

Attached is a copy of a claim in the amount of $2,643.84, which has been filed with the Secretary of State by A. C. Holmes Company for gasoline, diesel, lubricants and greases furnished to J. Arlie Bryant, Inc.

The claim states that this is in reference to the Contract No. 6236 with J. Arlie Bryant, Inc., for rock production on the Nye Jct.-Ukiah Section of the Pendleton-John Day and Ukiah-Hilgard Highways in Umatilla County.

We provide this information as your company is listed as surety on the performance bond furnished with thiscontract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Akers & Jones, Inc.
618 N. Main
Milton-Freewater, Oregon

J. Arlie Bryant, Inc.
E. 2118 36th
Spokane 34, Wn.

A. C. Holmes Company
Box 439
Pendleton, Oregon

NOTED ON CARD
dc

To the State of Oregon Highway Department:

NOTICE IS HEREBY GIVEN That the undersigned

A. C. Holmes Company, Pendleton Oregon, has a claim in the sum
(claimant)

of $2643.84 -- dollars against

J. Arlie Bryant =------------------------------ and against the bond
(contractor)

taken from Fireman's Fund Insurance Company---------------- for the work of
(surety)

Oregon State Highway Contract No. 6236

For Rock production on Nye Junction-Ukiah section in Umatilla County

(description of work for which bond was taken)

Said claim is for gasoline, diesel, lubricants and greases.

(If for work or labor state nature thereof; if for material or supplies furnished state generally what material or supplies were furnished.)

In event the above claim is not settled and paid withour an action in the courts to enforce the same, in addition to above item, undersigned claims the sum of $750.00 dollars as an Attorneys fee, and the sum of $50.00 dollars to defray costs of said action.

A. C. Holmes Company
By A C Holmes
Address Box 878 Pendleton Oregon

Subscribed and sworn to before me this 21 day of November, 1963

Dorothy W. Bell
Notary Public in and for the State
of Oregon, residing in
Pendleton, Umatilla Co

Filed ______ in the office of Secretary of State.
Salem, Oregon

RECEIVED
NOV 26 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 21 1963

FOR FILING

6236

November 20, 1963

A. C. Holmes Company
900 S. W. Emigrant Avenue
Pendleton, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of November 15 stating that you have not received payment (amount not stated) for furnishing petroleum products to J. Arlie Bryant, Inc. on State Highway Contract No. 6236 for rock production on the Nye Jct.-Ukiah Section in Umatilla County. This contract was completed July 6, 1963, and accepted by the State Highway Commission July 31, 1963.

The Fireman's Fund Insurance Company through Akers & Jones, Inc., 618 N. Main, Milton-Freewater, Oregon, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Law outlining the filing procedure.

This information is being noted in our records, and we will advise the surety and contractor of the receipt of your letter.

NOTED ON CARD
lc

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment
CWH:jf

cc: Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Akers & Jones
618 N. Main
Milton-Freewater, Oregon

J. Arlie Bryant, Inc.
E. 2118 36th
Spokane 34, Washington

Mr. Jackson
Mr. Simpson

TELEPHONE CRestview 6-1172

900 S. W. EMIGRANT AVENUE

A. C. Holmes Co.

JOBBER FOR

SHELL PRODUCTS

GOODYEAR TIRES AND BATTERIES

Pendleton, Oregon

November 15th 1963

CONSTRUCTION DIVISION
RECEIVED
NOV 18 1963

Oregon State Highway
Salem Oregon
Construction Department

Dear Sir:

We furnished petroleum products for J. Arlie Bryant on State of Oregon Job No.6236 Nye Junction Rock Crushing.

We have not received payment for these products and find it necessary to file against his bonding company.

We would like the name of his bonding company and the address of their agent.

We will appreciate you furninshing us with this information.

Very truly yours,

A. C. Holmes Company

By AC Holmes

ACH/DB

RECEIVED
NOV 19 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
SEP 4 1963
FOR FILING

September 3, 1963

Fireman's Fund Insurance Co.
3333 California Street
San Francisco, California

Gentlemen:

On August 2, 1963, we wrote to you concerning release of final payment on Contract No. 6236, awarded to J. Arlie Bryant, Inc., for rock production on the Nye Junction-Ukiah Section of the Pendleton-John Day and Ukiah-Hilgard Highways in Umatilla County.

Final payment on this contract is $2,275.50 and the total contract amount is $47,047.01. No work was performed under force account.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head, Asst. Secretary

CC:
Akers & Jones, Inc.
618 N. Main
Milton-Freewater, Oregon

J. Arlie Bryant, Inc.
E. 2118 - 36th
Spokane 34, Wn.

Mr. C. H. Maison
Attn.: Mr. John Herr
fp

NOTED ON CARD
fp

RECEIVED
AUG 2 - 1963

FOR FILING

[illegible]

6236

August 1, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 6 on Contract No. 6236. The contract was with J. Arlie Bryant, Inc., and was for rock production on the NyeJunction-Ukiah Section of the Pendleton-John Day and Ukiah-Hilgard Highways in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 31, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

Final Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 26, 1963

Section Nye Jct.-Ukiah

Kind of work Rock Production

Highway Pendleton-John Day & Ukiah-Hilgard County Umatilla

Section prefix 30-8328

Contractor J. Arlie Bryant

Contract number 6236

Date of contract March 14, 1963

Specified work days 100

Date work started April 9, 1963

Work days used 37

Project authorization $51,198.75

Exclusive of engineering $47,557.95

Per cent of time elapsed 37 %

Estimated cost of completed project, exclusive of engineering $47,047.01

Estimated per cent xxxxxxxx underrun 1.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $3,640.80

Engineering cost to date $3,302.08, 90.7 %

Date project was completed July 6, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate for this project was completed and sent to the Division Office.

This will be the final report for this project unless further checking is required.

NOTED

JUL 29 1963

Signed C. D. Hiatt

Address Resident Engineer-Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			18,500 CY		
Total quantities corrected to date			18,933 CY		
Estimated quantities moved or placed to date			18,933 CY		
Average daily quantities This week			0		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			0		
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Pt. cloudy		
Tuesday	Fair		
Wednesday	Cloudy-showers		
Thursday	Fair		
Friday	Pt. fair		
Saturday			

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MAR 1 5 1963

FOR FILING

9

1-7227

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

J. Arlie Bryant, Inc.
East 2118 - 36th Ave.
Spokane, Wn.

Gentlemen:

The State Highway Commission on March 14, 1963 awarded to you State Highway Contract No. 6236 for the following project:

Nye Junction-Ukiah Rock Production Project on Pendleton-John Day and Ukiah-Hilgard Highways in Umatilla County.

This award was based on your low bid of $45,510.00 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

fp

30-8329 Hermiston Rock Prod. Proj. on 1963
four hwys. in vicinity of Hermiston
#6237

RECEIVED
JUN 26 1963

FOR FILING

6-27

June 26, 1963

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

On June 24, 1963, we wrote to you concerning release of final payment on contract #6237, awarded to J. Arlie Bryant, Inc., for the Hermiston Rock Production Project on the Columbia River; Umatilla-Stanfield; Pendleton-Cold Springs; Hermiston Highways in Umatilla County.

Final payment on this contract is $1,140.00 and the total contract amount is $13,221.25. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Akers & Jones Inc.,
618 North Main
Milton-Freewater, Oregon

cc: J. Arlie Bryant, Inc.,
East 2118 36th
Spokane 34, Washington

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 24 1963
FOR FILING

[illegible]

6237

June 21, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 21 on Contract No. 6237. The contract was with J. Arlie Bryant, Inc., and was for rock production on the Hermiston Section of the Columbia River, Umatilla-Stanfield, Pendleton-Cold Springs, and Hermiston Highways in Umatilla County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective June 18, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 7, 19 63

Section Hermiston Rock Production

Kind of work Rock Production

Highway Columbia River; Umatilla-Stanfield ~~Pendleton-Cold Spr.~~ County ~~Umatilla~~

Section prefix 30-8329

Contractor J. Arlie Bryant Inc. Hermiston

Contract number 6237

Date of contract March 14, 19 63

Specified work days 60

Date work started March 26, 19 63

Work days used 37

Project authorization $ 25,650.00

Exclusive of engineering $ 23,826.00

Per cent of time elapsed 61.6 %

Estimated cost of completed project, exclusive of engineering $ 23,221.25

Estimated per cent overrun or ~~underrun~~ 1.8 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1824.00

Engineering cost to date $ 1300.00, 71 %

Date project was completed May 21, 19 63

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to Division Office June 4

Contractor has one fuel tank to remove before final notice can be submitted

FINAL REPORT

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
JUN 10 1963
R B G

Signed L. C. Johnson

Address 1480 North First St. Hermiston

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			47.22		
Miles partially completed			47.22		
Miles completed			47.22		
Total estimated quantities (contract)			10,000		
Total quantities corrected to date			10,213.31		
Estimated quantities moved or placed to date			10,213.31		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

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MAR 15 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

J. Arlie Bryant, Inc.
East 2118 - 36th Ave.
Spokane, Wn.

Gentlemen:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6237 for the following project:

Hermiston Rock Production Project on four state highways in Umatilla County.

This award was based on your low bid of $22,800.00 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

fp

33-8313 Shaniko Rock Prod. Proj., 1963
Sherman & Shaniko-Fossil Hwys.
#6238

RECEIVED
SEP 5 1963

FOR FILING

[illegible]
6238

September 4, 1963

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

Contract #6238 awarded to J. Arlie Bryant, Inc., for rock production on the Shaniko Section of the Sherman & Shaniko-Fossil Highway in Wasco County was completed on August 5, 1963, and accepted by the Highway Commission on August 29, 1963.

Final payment, in the amount of $1,080.00 will be released to the contractor after September 11, 1963. The total contract amount is $21,511.42 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: J. Arlie Bryant, Inc.
E. 2118 36th
Spokane 34, Washington

Akers & Jones, Inc.
618 North Main
Milton-Freewater, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 4 1963
FOR FILING

September 3, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 5 on Contract No. 6232. The contract was with J. Arlie Bryant and was for rock production on the Shaniko Section of the Sherman and Shaniko-Fossil Highways in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 29, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: August 16, 1963

SECTION: Shaniko

SECTION PREFIX: 33-8313

HIGHWAY: Sherman & Shaniko-Fossil

COUNTY: Wasco

NAME OF JOB: Shaniko

KIND OF WORK: Rock Production

CONTRACTOR: J. Arlie Bryant, Inc.

CONTRACT NUMBER: 6238

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 14, 1963

DATE WORK STARTED: April 23, 1963

ESTIMATED COMPLETION DATE: August 5, 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 60

WORK DAYS USED: 86

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $24,862.50

ENGINEERING AUTHORIZATION: $1,768.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $23,094.50

ENGINEERING COST TO DATE: $1,300.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $21,511.42

PERCENT OF AUTHORIZATION: 74%

ESTIMATED PERCENT: OVERRUN / UNDERRUN 7 %

DATE PROJECT WAS COMPLETED: August 5, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
						100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			10,464 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,464 CY		
AVERAGE DAILY QUANTITIES			Completed		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			" Over Time L.		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ptly.Cloudy, Hot, Thunder-showers		
MONDAY	"		
TUESDAY	Fair - Warm		
WEDNESDAY	"		
THURSDAY	"		
FRIDAY	"		
SATURDAY			

NOTED

AUG 19 1963

B

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office work on semi-final estimate completed Tuesday and data submitted to Division Engineer Wednesday.

- FINAL REPORT -

SIGNED

ADDRESS P.O. Box 302, The Dalles

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

9

DECEIVED
MAR 15 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
D. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

623[illegible] —

March 14, 1963

J. Arlie Bryant, Inc.
East 2118 - 36th Avenue
Spokane, Wn.

Gentlemen:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6238 for the following project:

Shaniko Rock Production Project on Sherman and Shaniko-Fossil Highways in vicinity of Shaniko, Wasco County.

This award was based on your low bid of $21,600.00 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

fp

S-469(3) McMinnville Sec., Three Mile 1963
Lane Hwy. (Four struct.)
#6239

RECEIVED
JUN 1 - 1965
FOR FILING

May 27, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Bldg., 350 Sansome Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $140.84 will be made to Workman Construction Company, on Contract No. [illegible] for four structures on the McMinnville Section of the Three Mile Lane Highway in Yamhill County, as soon as the warrant is prepared.

The total amount paid on this contract will be $321,871.95, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

gc

cc Workman Construction Company
Route 1, Box 30
Canby, Oregon

Edward C. Larkins Agency
Woodlark Building
Portland 5, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
NOV 30 1964

F FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 17, 1964

Western Union Telegraph Company
125 - 12th Street
Oakland, California

RE: Completed Projects

Attention: Mr. F. L. Sulloway

Gentlemen:

This is to advise you the following projects have been recently completed and it will ~~not~~ now be possible for you to restore your pole lines to their original positions:

Section	Contract No.	Your File No.
McMinnville	6239	JOB No. 5625-63
Winchester Bridge	6249	JOB No. 20-5668-63
Elkhead Road-Yoncalla Junction	6248	JOB No. 5601-62

In the case of the last two listed projects, Southern Pacific Company advised us that they are not able to complete their work in these areas and submit a final bill to the State until you have restored your facilities to their original position and no longer use their line filters. For this reason, we would appreciate your attention to this matter at your earliest convenience.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc: Southern Pacific Co.
Portland, Oregon
Southern Pacific Co.
San Francisco, California

L. P. Shaw
P. M. Stephenson
L. H. Young
I. D. Merchant
R. D. Asburry
L. R. Chandler
W. E. Mueller
John Hagedorn
James Chidsey
Jack Hesla
P. R. Barnhart

NOTED
LLOYD P. SHAW

FORM E-123X 50M 6-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
1964
FOR FILING

6239

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 20, 1964

Workman Construction Company
Route 1, Box 30
Canby, Oregon

Gentlemen:

Final payment on contract No. 6239 has been withheld pending receipt of the Southern Pacific Company's bill. In order to expedite your final voucher, we intend to withhold $1,700.00 as the estimated protection cost and release the balance. If the final railroad costs exceed the amount retained, we will bill you for the excess. If the railroad costs are less than the amount retained, we will release the balance.

If this procedure is agreeable to your company, sign and return the attached letter and voucher. A copy of this letter is enclosed for your records.

Very truly yours,

C. H. Maison
Controller

By:
V. E. Skoog
Assistant Controller

VES:jc

Attachment

cc: Clare Palmer
General Files

Approved:______________________
Authorized Representative

RECEIVED
SEP 2[illegible] 1964
FOR [illegible]

[illegible](1)

6239

September 25, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 10 on Contract No. 6239. The contract was with Workman Construction Company and was for work on the McMinnville Section (4 structures) on the Three Mile Lane Highway in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 25, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
AUG 13 1963

FOR FILING

6239

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 12, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: McMinnville (4 Strs.) Section
3 Mile Lane Highway
Contract No. 6239
FAP No. S-469(3)

Dear Sir:

Workman Construction Company Started work on the McMinnville (four Structure) project on the 3-Mile Lane Highway in Yamhill County, Contract No. 6239, Federal-aid Project No. S-469(3), on July 30, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: D. B. Parkes
C. H. Maison
L. H. Young
Floyd Query

NOTED
FLOYD QUERY

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
APR 19 1963
FOR FILING

MONTHLY TRANSACTION NO. 4-87	FO R-2 (REV. 8-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Yamhill
PROJECT REPORT NO. S-469(3)		PROJECT NO. S-469(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Salmon R. Jct. ½ mi. S. McMinnville E.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-18-63	0.032
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 360,049.00	$ 226,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P Shaw
ASSISTANT State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 15, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-469(3)

MCMINNVILLE SECTION (STRUCTURES) OF THE THREE MILE LANE HIGHWAY IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1963

Type Code X721
W. McMinnville Interchange (Br. 8950)(Sta. "LSW" 573+00)(Contract 6239)

Shoring, Cribbing, Etc.	All Required		$ 10,000.00
Structural Excavation	330 cu.yds.	$ 3.00	990.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Furnish Treated Timber Piling	6,450 lin.ft.	1.30	8,385.00
Drive Timber Piles	104 only	60.00	6,240.00
Class "A" Concrete (615 cu.yds.)	All Required		39,975.00
Metal Reinforcement (161,200 lbs.)	All Required		18,956.00
8-inch Metal Drain Pipe	140 lin.ft.	5.00	700.00
6-inch Standard Steel Pipe	70 lin.ft.	6.00	420.00
			$ 85,966.00

Type Code X121
S.P.RR O'xing (Br. #8688)(Sta. 611+81 to Sta. 613+51)(Contract 6239)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structural Excavation	360 cu.yds.	$ 3.00	1,080.00
Structural Excavation Below Elevation Shown	40 cu.yds.	5.00	200.00
Furnish Treated Timber Piling	3,680 lin.ft.	1.30	4,784.00
Drive Timber Piles	80 only	60.00	4,800.00
Class "A" Concrete (424 cu.yds.)	All Required		27,560.00
Metal Reinforcement (111,300 lbs.)	All Required		14,469.00
8-inch Metal Drain Pipe	330 lin.ft.	5.00	1,650.00
			$ 59,543.00

Type Code X721
Booth Bend U'xing (Br. 8903)(Sta. 633+86.05)(Contract 6239)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structural Excavation	650 cu.yds.	$ 3.00	1,950.00
Structural Excavation Below Elevation Shown	70 cu.yds.	5.00	350.00
Furnish Treated Timber Piling	8,465 lin.ft.	1.30	11,004.50
Drive Timber Piles	152 only	60.00	9,120.00
Class "A" Concrete (820 cu.yds.)	All Required		49,200.00
Metal Reinforcement (190,300 lbs.)	All Required		20,739.00
8-inch Metal Drain Pipe	120 lin.ft.	5.00	600.00
			$ 97,963.50

Type Code X221
E. McMinnville Interchange (Br. 8951)(Sta. 683+28.26)(Contract 6239)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structural Excavation	450 cu.yds.	$ 3.00	1,350.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish Treated Timber Piling	6,710 lin.ft.	1.30	8,723.00
Drive Timber Piles	108 only	60.00	6,480.00
Class "A" Concrete (640 cu.yds.)	All Required		41,600.00
Metal Reinforcement (149,500 lbs.)	All Required		19,422.00
8-inch Metal Drain Pipe	70 lin.ft.	5.00	350.00
6-inch Standard Steel Pipe	70 lin.ft.	6.00	420.00
			$ 83,845.00

Subtotal	$327,317.50
10% Engr. & Cont.*	32,731.50
Total	$360,049.00

Length of 4 Structures - - - - - 0.032 Mile

Federal Funds -	$226,000.00
State Funds -	134,049.00
	$360,049.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

*Note: Includes Southern Pacific Company Engineering and Inspection.

RECEIVED
MAR 15 1963
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

Workman Construction Co.
Rt. 1, Box 30
Canby, Oregon

Gentlemen:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6239 for the following project:

Four structures on McMinnville Section of Three Mile Lane Highway, near McMinnville, Yamhill County.

This award was based on your low bid of $327,317.30 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

fp

F-129(11) Garibaldi-Bay City Sec., 1963
Oregon Coast Hwy. (Grad., Stone
#6240 Base & Pav.) [redacted]

RR-561
C&A 2335

129 (11)

STATE COPY

Monthly transaction number 12 - 100	For -2A (5- 37) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
		County Tillamook
Project report number 6240 13	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project number F-129(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 19 63, is hereby modified as follows:

Revised estimated total cost of project	$ 570,340.32
Revised Federal funds	$ 359,584.39
Other revisions	

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4 day of December, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
By
Division Engineer

By: LR Backlund
L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Form Approved; Budget Bureau No. 41-R2089

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6-64

MONTHLY TRANSACTION NO.	FORM R-2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. F 129 (11)	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Tillamook
		PROJECT NO. F-129(11)

12-2-63

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 0.5 mi. S. Garibaldi to Bay City

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-18-63	2.637
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 480,240.00	$ 302,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw
Asst State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XXX~~ A. W. Parsons
(Division Engineer)
By: L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. F-129(11)

GARIBALDI-BAY CITY SECTION OF THE

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 21, 1963

Type Code 6203
Roadway (Sta. 145+66.61 to Sta. 284+91.70)(Contract No. 6240)

Clearing and Grubbing	All	Required (90%)		$ 22,500.00
Felling Danger Trees	100	sq.ft.	$ 7.00	700.00
Drainage Excavation, Unclassified	666	cu.yds.	4.00	2,664.00
General Excavation, Unclassified	26,900	cu.yds.	0.83	22,327.00
Short Overhaul	117,000	yd.stas.	0.02	2,340.00
Long Overhaul	3,460	C-yd.sta.	0.40	1,384.00
Finishing Roadbed and Slopes	0.93	miles	1,000.00	930.00
18-inch Concrete Pipe	44	lin.ft.	7.50	330.00
36-inch Concrete Pipe	20	lin.ft.	20.00	400.00
12-inch Culvert Pipe	900	lin.ft.	3.00	2,700.00
8-inch Corrugated Metal Pipe	100	lin.ft.	4.00	400.00
12-inch Corrugated Metal Pipe	190	lin.ft.	4.50	855.00
18-inch Corrugated Metal Pipe	120	lin.ft.	5.00	600.00
24-inch Corrugated Metal Pipe	80	lin.ft.	15.00	1,200.00
18-inch Corrugated Steel Pipe	11	lin.ft.	10.00	110.00
18-inch Corrugated Steel Pipe, 12 Gage, Under Railroad	40	lin.ft.	35.00	1,400.00
24-inch Corrugated Steel Pipe, 12 Gage, Under Railroad	36	lin.ft.	37.50	1,350.00
8-inch Sewer Pipe	100	lin.ft.	2.75	275.00
12-inch Sewer Pipe	260	lin.ft.	3.50	910.00
18-inch Sewer Pipe	210	lin.ft.	5.00	1,050.00
6-inch Perforated Metal Drain Pipe	350	lin.ft.	2.50	875.00
8-inch Perforated Metal Drain Pipe	110	lin.ft.	3.00	330.00
12-inch Perforated Metal Drain Pipe	180	lin.ft.	3.75	675.00
Special Backfill in Drains	80	cu.yds.	7.50	600.00
18-inch Culvert EndSections	1	only	40.00	40.00
36-inch Culvert End Sections	1	only	145.00	145.00
Corrugated Steel Catch Inlets	7	only	150.00	1,050.00
Concrete Inlets, Type "G"	6	only	110.00	660.00
Concrete Inlets, Type "D"	1	only	150.00	150.00
Concrete Manholes	1	only	750.00	750.00
Concrete Curbs	48	cu.yd.	60.00	2,880.00
Metal Guard Rail	8,600	lin.ft.	2.60	22,360.00
Rail End Pieces	28	only	5.00	140.00
Guide Posts, FW-1	124	only	7.25	899.00
Guide Posts, FY-1	50	only	8.00	400.00
Bracket Reflectors	2	only	3.50	7.00
Stone Blanket	270	cu.yds.	2.50	675.00

Loose Riprap	6,400	cu.yds.	$ 4.00	$ 25,610.00
Coarse Crushed Material in Base	77,500	tons	2.20	170,500.00
3/4" - 0 Material in Base	10,000	tons	2.45	24,500.00
Sprinkling	1,790	M-gals.	2.20	3,938.00
SS-1 Asphalt in Sprinkling	9,470	gals.	0.30	2,841.00
Preparation of Base	2.67	miles	300.00	801.00
3/4" - 0 Material in Binder Course	380	cu.yds.	5.00	1,900.00
RC-250 Asphalt	58	tons	48.00	2,784.00
Class "B" Asphaltic Concrete	13,000	tons	7.50	97,500.00
Extra for Paving Approaches	21	only	30.00	630.00
Asphaltic Concrete Curbs	3,000	lin.ft.	1.00	3,000.00
Guard Rail Blocks	250	only	1.65	412.50
				$431,467.50

Flagging (57½% of Contractors' Cost)	All Required	2,250.00
Seeding and Mulching	All Required	520.00
Signing (Temporary)	All Required	300.00
		$ 3,070.00
Utilities		
Work by Bay City (Water Adj.)	All Required	$ 5,681.00
	Subtotal	$440,218.60
	10% Engr. & Cont.	40,021.40
	Total	$480,240.00

Length of Roadway - - - - - - - - - - - - - 2.603 miles
Length of 1 Structure - - - - - - - - - - - 0.034 mile
Total Length - - - - - - - - - - - - - - - - 2.637 miles
Cost of Roadway per mile - - - - - - - - - $184,494.81

Federal Funds - $302,000.00
State Funds - 178,240.00

$480,240.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maint.: Chap. 529, laws 1939

Work Retained in PS & E Status

Description	Total Cost	Federal Funds	State Funds
Western Union Tel. Co.	$1,100.00	$ 690.00	$410.00
Pacific NW Bell Tel. Co.	550.00	340.00	210.00
	$1,650.00	$1,030.00	$620.00

GARIBALDI-BAY CITY SECTION

Project No. F-129(11)

Estimated cost of work by the City of Bay City

Labor	$1,572.00
Material	620.00
Equipment	3,489.10
	$5,681.10

Oregon State Highway Department

Federal-Aid
Project No. F-129(11)

GARIBALDI-BAY CITY SECTION

OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 25, 1963

Type Code 6203
Roadway (Sta. 145+66.61 to Sta. 284+91.70)

Clearing and Grubbing	All	Required (90%)		$ 2,700.00
Felling Danger Trees	100	sq.ft.	$ 5.00	500.00
Drainage Excavation, Unclass.	666	cu.yd.	4.50	2,997.00
General Excavation, Unclass.	26,900	cu.yd.	0.58	15,602.00
Short Overhaul	117,000	yd.sta.	0.01	1,170.00
Long Overhaul	3,460	C-yd.sta.	0.40	1,384.00
Finishing Roadbed and Slopes	0.93	mile	1,000.00	930.00
18-inch Concrete Pipe	44	lin.ft.	4.50	198.00
36-inch Concrete Pipe	20	lin.ft.	12.00	240.00
12-inch Culvert Pipe	900	lin.ft.	2.50	2,250.00
8-inch Corrugated Metal Pipe	100	lin.ft.	2.75	275.00
12-inch Corrugated Metal Pipe	190	lin.ft.	3.75	712.50
18-inch Corrugated Metal Pipe	120	lin.ft.	5.00	600.00
24-inch Corrugated Metal Pipe	80	lin.ft.	7.50	600.00
18-inch Corrugated Steel Pipe	11	lin.ft.	5.00	55.00
18-inch Corrugated Steel Pipe, 12 Gage, Under Railroad	40	lin.ft.	20.00	800.00
24-inch Corrugated Steel Pipe, 12 Gage, Under Railroad	36	lin.ft.	25.00	900.00
8-inch Sewer Pipe	100	lin.ft.	2.00	200.00
12-inch Sewer Pipe	260	lin.ft.	2.50	650.00
18-inch Sewer Pipe	210	lin.ft.	4.00	840.00
6-inch Perforated Metal Drain Pipe	350	lin.ft.	2.00	700.00
8-inch Perforated Metal Drain Pipe	110	lin.ft.	2.75	302.50
12-inch Perforated Metal Drain Pipe	180	lin.ft.	4.25	765.00
Special Backfill in Drains	80	cu.yd.	6.00	480.00
18-inch Culvert End Sections	1	only	50.00	50.00
36-inch Culvert End Sections	1	only	145.00	145.00
Corrugated Steel Catch Inlets	7	only	75.00	525.00
Concrete Inlets, Type "G"	6	only	125.00	750.00
Concrete Inlets, Type "D"	1	only	125.00	125.00
Concrete Manholes	1	only	300.00	300.00
Concrete Curbs	48	cu.yd.	50.00	2,400.00
Metal Guard Rail	8,600	lin.ft.	2.50	21,500.00
Rail End Pieces	28	only	5.00	140.00
Guide Posts, PW-1	124	only	7.00	868.00
Guide Posts, PY-1	50	only	7.25	362.50

Bracket Reflectors	2 only	$ 2.00	$ 4.00
Stone Blanket	270 cu.yd.	2.50	675.00
Loose Riprap	6,400 cu.yd.	4.00	25,600.00
Coarse Crushed Material in Base	77,500 ton	1.85	143,375.00
3/4" - 0 Material in Base	10,000 ton	1.95	19,500.00
Sprinkling	1,790 M-gal.	3.00	5,370.00
SS-1 Asphalt in Sprinkling	9,470 gal.	0.30	2,841.00
Preparation of Base	2.67 mile	300.00	801.00
3/4" - 0 Material in Binder Course	380 cu.yd.	4.25	1,615.00
RC-250 Asphalt	58 ton	46.00	2,668.00
Class "B" Asphaltic Concrete	13,000 ton	8.00	104,000.00
Extra for Paving Approaches	21 only	30.00	630.00
Asphaltic Concrete Curbs	3,000 lin.ft.	1.00	3,000.00
Guard Rail Blocks	250 only	1.00	250.00
			$373,345.50
Flagging (57½% of Contractor's Cost)	All Required		$ 2,250.00
Seeding and Mulching	All Required		520.00
Signing (Temporary)	All Required		300.00
			$ 3,070.00
Utilities			
Work by Bay City (Water Adj.)	All Required		$ 9,000.00
Work by Western Union Tel. Co.	All Required		1,000.00
Work by Pacific N.W. Bell Tel. Co.	All Required		500.00
			$ 10,500.00
	Subtotal		$386,915.50
	10% Engr. & Cont.		38,691.50
	Total		$425,607.00

Length of Roadway - - - - 2.603 Miles
Length of 1 Structure - - 0.034 Mile
Total Length- - - - - - - 2.637 Miles
Cost of Roadway Per Mile- $163,506.33

Federal Funds - $268,000.00
State Funds - 157,607.00
$425,607.00

Federal-Aid
Project No. F-129(11)

Oregon State Highway Department

GARIBALDI-BAY CITY SECTION OF THE
OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 4, 1963

Type Code 6203
Roadway (Sta. 145+66.61 to Sta. 284+91.70)

Clearing and Grubbing	All Required (90%)		$ 2,700.00
Felling Danger Trees	100 sq.ft.	$ 5.00	500.00
Drainage Excavation, Unclassified	666 cu.yd.	4.50	2,997.00
General Excavation, Unclassified	26,900 cu.yd.	0.58	15,602.00
Short Overhaul	117,000 yd.sta.	0.01	1,170.00
Long Overhaul	3,460 C-yd.sta.	0.40	1,384.00
Finishing Roadbed and Slopes	0.93 mile	1,000.00	930.00
18-inch Concrete Pipe	44 lin.ft.	4.50	198.00
36-inch Concrete Pipe	20 lin.ft.	12.00	240.00
12-inch Culvert Pipe	900 lin.ft.	2.50	2,250.00
8-inch Corrugated Metal Pipe	100 lin.ft.	2.75	275.00
12-inch Corrugated Metal Pipe	190 lin.ft.	3.75	712.50
18-inch Corrugated Metal Pipe	120 lin.ft.	5.00	600.00
24-inch Corrugated Metal Pipe	80 lin.ft.	7.50	600.00
18-inch Corrugated Steel Pipe	11 lin.ft.	5.00	55.00
18-inch Corrugated Steel Pipe, 12 Gage, Under Railroad	40 lin.ft.	20.00	800.00
24-inch Corrugated Steel Pipe, 12 Gage, Under Railroad	36 lin.ft.	25.00	900.00
8-inch Sewer Pipe	100 lin.ft.	2.00	200.00
12-inch Sewer Pipe	260 lin.ft.	2.50	650.00
18-inch Sewer Pipe	210 lin.ft.	4.00	840.00
6-inch Perforated Metal Drain Pipe	350 lin.ft.	2.00	700.00
8-inch Perforated Metal Drain Pipe	110 lin.ft.	2.75	302.50
12-inch Perforated Metal Drain Pipe	180 lin.ft.	4.25	765.00
Special Backfill in Drains	80 cu.yd.	6.00	480.00
18-inch Culvert End Sections	1 only	50.00	50.00
36-inch Culvert End Sections	1 only	145.00	145.00
Corrugated Steel Catch Inlets	7 only	75.00	525.00
Concrete Inlets, Type "C"	6 only	125.00	750.00
Concrete Inlets, Type "D"	1 only	125.00	125.00
Concrete Manholes	1 only	300.00	300.00
Concrete Curbs	48 cu.yd.	50.00	2,400.00

Metal Guard Rail	8,600	lin.ft.	$ 2.50	$ 21,500.00
Rail End Pieces	28	only	5.00	140.00
Guide Posts, PW-1	124	only	7.00	868.00
Guide Posts, PY-1	50	only	7.25	362.50
Bracket Reflectors	2	only	2.00	4.00
Stone Blanket	270	cu.yd.	2.50	675.00
Loose Riprap	6,400	cu.yd.	4.00	25,600.00
Coarse Crushed Material in Base	77,500	ton	1.85	143,375.00
3/4" - 0 Material in Base	10,000	ton	1.95	19,500.00
Sprinkling	1,790	M-gal.	3.00	5,370.00
SS-1 Asphalt in Sprinkling	9,470	gal.	0.30	2,841.00
Preparation of Base	2.67	mile	300.00	801.00
3/4" - 0 Material in Binder Course	380	cu.yd.	4.25	1,615.00
RC-250 Asphalt	58	ton	46.00	2,668.00
Class "B" Asphaltic Concrete	13,000	ton	8.00	104,000.00
Extra for Paving Approaches	21	only	30.00	630.00
Asphaltic Concrete Curbs	3,000	lin.ft.	1.00	3,000.00
				$373,095.50

Flagging (57½% of Contractor's Cost)	All Required	$ 2,250.00
Seeding and Mulching	All Required	520.00
Signing (Temporary)	All Required	300.00
		$ 3,070.00

Utilities

Work by Bay City (Water Adj.)	All Required	$ 9,000.00
Work by Western Union Tel. Co.	All Required	1,000.00
Work by Pacific N.W. Bell Tel. Co.	All Required	500.00
		$ 10,500.00

Subtotal	$386,665.50
10% Engr. & Cont.	38,666.50
Total	$425,332.00

Length of Roadway - - - - 2.603 Miles
Length of 1 Structure - - 0.034 Mile
Total Length - - - - - - 2.637 Miles
Cost of Roadway Per Mile- $163,189.01

Federal Funds - $267,000.00
State Funds - 158,332.00
$425,332.00

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F-129(11)

624

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July 29, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Garibaldi-Bay City Section of the Oregon Coast Highway, Contract No. 6240, Project No. F-129(11), S-478(2) in Tillamook County, was completed July 15, 1964.

This work was authorized by Order for State Force Work No. 3 dated August 20, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[redacted]
cc: J. W. Nash

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MAY 27 1964
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624

May 27, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On April 21, 1964, we wrote to you concerning release of final payment on contract #6240, awarded to S. D. Spencer & Son for grading-paving the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County.

Final payment on this contract is $27,281.81 and the total contract amount is $624,504.86, including $8,693.92 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: S. D. Spencer & Son
4614 NE 72nd Avenue
Vancouver, Washington

cc: C. H. Maison
Attn.: John Herr

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[illegible]

April 28, 1964

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Garibaldi-Bay City Section
Oregon Coast Highway
Oregon Project F-129(11)
and S-478(2)

Reference is made to your January 31, 1964, letter requesting an investigation and report of possible subcontracting irregularities on the subject project.

Investigation fails to confirm your Area Engineer's suspicions. In fact, we must conclude that the contractor's practices are not outside of the governing specifications. Attached are copies of reports submitted by L. H. Young, J. F. Putnam, R. D. Asburry, and John Canfield of this Department, which are self-explanatory. Invoices, photographs, copies of cancelled checks, and other supporting data are now in the Highway Department's file, which lead us to believe that this project is in order as far as subcontracting is concerned.

In future cases, I would strongly suggest that unless we have something more concrete than mere suspicion, we avoid incurring the expenditure of public funds on investigations of this type. It does not appear to be in the public interest.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
L. P. Shaw
L. I. Lindas
L. H. Young
R. D. Asburry
F. D. Morgan
J. F. Putnam
C. H. Maison
John Canfield
Geo. Rohde

RLP:mo
attachments

Salem, Oregon
April 17, 1964

Mr. Forrest Cooper
State Highway Engineer
Office

Garibaldi-Bay City Section
Oregon Coast Highway
Inspection in Depth
Subcontracting

The attached letter directed to Mr. A. W. Parsons, Bureau of Public Roads, is a reply to the Bureau's memorandum of January 31, signed by Mr. T. Dee, which transmitted an inspection in depth on the above project. Mr. Lindas drafted the reply which I have signed and which I am turning over to you for your consideration before it is released.

It was suggested at a staff meeting that the reply be transmitted to Mr. Whitton, as well as to Mr. Parsons. You may wish to alter the message to the Bureau, expecially in view of the possibility of its going to Mr. Whitton.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

Salem, Oregon
April 10, 1964

Inspection in Depth
Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 6240

Mr. L. I. Lindas
Chief Counsel
Building

Attached is correspondence and various data on the subject project having to do with the Bureau of Public Roads' contention that unauthorized contracting may have existed.

The costs of materials, at least, are generally supported by invoices and cancelled checks to material suppliers. You will note that billing was to the prime contractor, but delivery was to the firm performing the installation of material, in this case, culvert pipe. This concerns the Rex Ayers Construction Company, to whom the Bureau's memorandum and report made less reference than to the guardrail installation which was done by crews working with equipment hired or owned by J. C. Denton.

The Denton billing is for material and rental equipment. The guardrail materials were billed and delivered to the prime contractor, S. D. Spencer and Son. The equipment which was under rental from Denton was invoiced to Spencer and, as far as our records are concerned, was paid for in part by checks of which we have copies. You will note, however, that the billing for equipment rental which was covered by two separate invoices, followed the dates on which the equipment was used by several months. Also, the total equipment rental billing, the last portion of which was presented by invoice dated March 24, 1964, covered rentals through November 30, 1963, and only partial payment had been made as of April 1, 1964.

This leaves us with less complete evidence in regard to the Spencer-Denton relationship on this project than I had hoped to obtain; however, there is nothing improper about the late billing presented by Denton to Spencer for the equipment Spencer was renting.

I had hoped to make a very forceful reply to the Bureau in regard to this matter. If you consider the evidence which we have accumulated sufficient to base a complete rejection of the Bureau's attitude and request, I would appreciate your drafting a letter along those lines for my signature.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment
(Please return file)

29-1078

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1964

SUBJECT: Garibaldi-Bay City Section
Oregon Coast Highway
Contract 6240

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Department

In accordance with your recent verbal instructions, this office has endeavored to determine what contractor has been paying to the respective governmental agencies the monies withheld from the employees' wages for the employees used on the subject project in the installation of the guard rail, to better determine if this item was a sub rosa subcontract. Attached is a copy of a report from the Division Office Engineer covering his activities in this regard.

The sum total is that we could only find one agency who kept individual records who would let us inspect their records. According to this agency's records, the above-mentioned monies were submitted to this agency by S. D. Spencer and Sons, prime contractor.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

LLOYD P. SHAW

25

OFFICE OF

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1964

SUBJECT: Garibaldi-Bay City Section
Contract No. 6240
Tillamook County
Inspection in Depth

To: Mr. R. D. Asburry
Division Engineer
Office

In regard to an Intermediate Construction Inspection Report made by the Bureau of Public Roads on November 15, 1963, on the subject project, you asked me to make an investigation as to whether S. D. Spencer and Son, prime contractor, employed certain persons doing work on this project and especially guard rail installation. With a copy of a pay roll from S. D. Spencer and Son for the week ending September 28, 1963, I visited several State agencies to which contributions from the employer are sent for the purpose of ascertaining if these deductions as shown on Spencer's pay roll had actually been made. The following is the report of my findings.

Social Security Administration:

This agency does not have the required information at hand here in Salem. The information could be secured but would take considerable time. However, it would first have to be determined if this information could be supplied to us, as their files are classified and regulations might prevent them of doing so.

Industrial Accident Commission:

An employer sends to this Commission, on a quarterly basis, a certain per cent based on total earnings. This would be a lump sum amount and only a complete audit of the books involved would prove or disprove anything.

Department of Employment:

An employer is required to send to this agency, on a quarterly basis, a required per cent of an employee's salary based on the total amount earned during the quarter. Each employee's name is listed separately and total amount earned. Using S. D. Spencer and Son's pay roll for the week ending September 28, 1963, a check was made on the following men listed on the pay roll as guard rail crewmen on the Garibaldi-Bay City project:

NOTED
R. D ASBURRY

NOTED
LLOYD P. SHAW

Name	Total Amount Earned
William R. Baker	$62.00
Gerald Gaffen	62.00
George L. Nylon	84.60
Donald Storhow	62.00

The above names appeared on the third quarterly report, made by S. D. Spencer and Son, submitted to the State Unemployment Division. The total amount earned by each man for the third quarter of 1963 as shown on the Unemployment Division's records were the same as shown on S. D. Spencer's pay roll for the week ending September 28, 1963, which indicates this was the only week during the quarter these men were on the S. D. Spencer and Son pay roll.

State Income Tax Division:

The records of this division are confidential and apparently information concerning same is not available to us. A careful explanation of the desired information was explained to them but to no avail.

Federal Income Tax Bureau:

I did not contact this agency.

John G. Canfield
John G. Canfield
Division Office Engineer

JGC:AM

FORM E-30 80M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1964

SUBJECT: Garibaldi-Bay City Section
Subcontracting

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

The inspection-in-depth of the subcontracting phase of subject project reports questionable procedures warranting further investigation in regards to guardrail installation. The inspector questions whether the practice of renting J. C. Denton's equipment, carrying Denton's employees on the prime's payroll and furnishing the materials, is technically legal. He feels such tactics are used only to avoid the 50% limitation on subcontracting.

In this instance, field checks revealed that the prime was carrying the men on his payroll; therefore, it must be assumed that he is taking the loss or the profit involved in placement of his bid price. On this basis, is it then wrong for him to hire experienced personnel and rent proper equipment to do this work? I gather from the report that, if the prime had hired men from the street and rented equipment from someone other than a guardrail installer, no question would be made of the legality. But to hire people who were in the business constituted subcontracting. In other words, the contractor should be penalized because he is efficient.

was Denton [illegible] payroll?

The term "off the job" adjustment is also used as possible wrong doing. It is a known fact that nearly all contractors give a bonus to their superintendents upon completion of a job at a fair profit, so I see no great wrong doing if Mr. Denton received an extra payment for a job profitably prosecuted.

It is my understanding that the intent of the 50% limitation is to prohibit brokering jobs. This project was awarded to a qualified contractor who subcontracted portions of his work at unit prices and furnished materials for installation by other subcontractors. On the surface, there is no indication of broker status.

Mr. Hossner points out the extra work load placed on the Resident Engineer due to the five different contracting operations even though the prime had a responsible representative on the project. This condition exists on many contracts even though there are no subcontractors and is not significant to the percentage of the work subcontracted.

The project is complete except for some minor items remaining to be done, and no complaints have been raised as to the quantity of the work. Therefore, I can see no benefit either to the Bureau of Public Roads or the Department by performing an audit of the contractor's books.

F. D. Morgan
Construction Engineer

By J Putnam
J. F. Putnam
Assistant Construction Engineer

JFP:bjm

cc: L. H. Young

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FEB 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 14 1964

FOR FILING

Salem, Oregon
February 13, 1964

Oregon Project F-129(11)
and S-478(2)
Garibaldi-Bay City
Inspection in Depth

Lloyd P. Shaw
Asst. State Highway Engineer

BUILDING

You will perhaps recall that you recently asked me for my comments on the inspection in depth report on the subject-named job which was recently transmitted to us by the Bureau of Public Roads.

It is apparent from the report that the inspecting engineer views with alarm a situation which is a product only of his conjectures and suspicions. Following, I wish to set down the basic facts as I see them as set forth in the report:

1. The Bureau of Public Roads' inspectors recited facts indicate that there has been no violation of the subcontracting provisions as such:

(a) The contractor carried Denton's men on his payroll which has been verified.

(b) The contractor rented Denton's equipment. This apparently is not in question.

In connection with the above, it should be pointed out to the Bureau that there is no reason for "under the table" payments with regard to this procedure because there is no regulation governing the rental rate.

2. The resident engineer discharged his obligation thoroughly with a view to getting compliance with our subcontracting specs. He made the necessary inquiries and verifications to assure that substantial compliance with the subcontracting provisions was obtained. It is a waste of our engineers' talents and time to attempt to get more than substantial compliance on a non-bid, non-pay facet of the work project where there is no physical end product involved.

3. Our specification with regard to subcontracting is similar in content to the Bureau's own specification as set forth in FP-61. It is also in conformance with the AASHO Guide specification relating to subcontracting. We have in the past, tried to come up with a specification which would be more definitive and have asked the Bureau of Public Roads' help in this endeavor. Their stock answer to-date has been that they are as puzzled by the whole matter as we are which is, of course, witnessed by the fact that their specification is basically the one we use. We would certainly be receptive to any suggestion for betterment of our specification provided said suggestion was also incorporated into the Bureau of Public Roads' specification.

4. The Bureau of Public Roads' inspector says that it is questionable if the practice of subcontracting the actual physical work portion of an item and retaining the remainder which can be fulfilled by merely obtaining the purchase of the materials, is complying with the 50% subcontracting regulation. I believe this is in error. I do not think it is questionable. It is a matter of common practice to which custom and usage lends sanction.

5. Rental of another contractor's equipment is a common device which is used to obtain equipment with which to do a job. The subsequent hiring of the employees who normally operate this equipment for the owner, by the prime contractor, is a logical step following the rental of the equipment and does not indicate that any "hanky-panky" is involved as the Bureau inspector infers.

6. The Bureau inspector has, by inference, judged the contractor guilty of a violation and asks that we go further than his own inspection to prove the contractor innocent. This appears to be contrary to accepted moral and legal concepts. The manner in which the prime contractor and the resident engineer coordinated the activities of the several subcontractors along with his own forces, are of interest but not germane to the question.

It is my recommendation we advise the Bureau that on the evidence set forth in the inspection report, we do not feel further penetration of the contractor's affairs is warranted.

L. H. Young
Office Engineer

cc: F. D. Morgan
R. D. Asburry

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6-2-10

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

January 31, 1964

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project F-129(11) & S-478(2)
Garibaldi-Bay City Section of the Oregon Coast Highway
Inspection-in-Depth: Subcontracting

Transmitted herewith are two copies of an inspection-in-depth report on subject project. This inspection consisted of a review of subcontracting procedures and records on the project.

This inspection revealed some rather questionable subcontracting procedures on subject project that warrant further investigation.

While no definite evidence was obtained that a subcontractural relationship existed between the prime contractor and J.C. Denton, there appears to be a good possibility that the prime contractor might have carried Denton's men on his payroll, rented Denton's equipment and at the same time had an agreement for additional payments to be made either on a unit price basis or lump sum amount. In addition, payment for purchasable materials may have been made by other than the prime contractor which would affect the subcontract amount.

This type procedure presents a problem since obviously the 50 percent limitation has been established primarily to provide better supervision and control by the prime contractor at the project level. Indications are that the prime contractor exercised little or no control over the various other organizations on this project.

We would appreciate receiving a report on your investigation into these matters. Such information will then be furnished to higher offices for a decision on this type of subcontracting procedures.

Attachments

original To Morgan
cc Young
Lindas
2-7-64

NOTED
LLOYD P. SHAW

Form PR-33
(5-2-56)

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Region ~~Division No.~~ 8
Division ~~District~~ Oregon
Project No. F-129(11) & S-478(2)

Report on Inspection-in-Depth: Subcontracting

Inspection made by Glenn K. Hossner, Area Engr. H *Date inspection made* January 15, 1964 and previous inspections during course of construction.

In company with John Bond, Resident Engineer

Time Spent:	
Inspection & reviewing records	5 hrs.
Travel time	3 hrs.
Writing time	4 hrs.

GARIBALDI - BAY CITY SECTION OF THE OREGON COAST HIGHWAY
Grading & Paving

I PROJECT DATA

The project provides for 0.94 miles of grading and 3.38 miles of base surfacing and paving on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County. The overall length of the project is 3.38 miles as the section being graded under this contract will also receive base surfacing and an A.C. pavement. The project is a combination Primary and Secondary.

The project begins at a point on the existing Oregon Coast Highway approximately 0.7 miles northerly of Hobsonville and extends 3.38 miles in a southerly direction to another point on the existing Oregon Coast Highway, which point is approximately 0.90 miles southerly of Bay City. The Secondary project extends from the beginning of the project to Hobsonville and serves as a connection to the existing highway. Future plans are to extend the Primary highway across a small portion of Tillamook Bay to Garibaldi.

Following is a breakdown of the work under this contract in regard to project No., length, and type of work.

Project No.	Length	Type of Work
S-478(2)	0.75 miles	Base surf. & Pave.
F-129(11)	1.69 miles	Base surf. & Pave.
"	0.94 miles	Grading, base surf. & Pave.
Total	3.38 miles	

The project was awarded to S.D. Spencer and Son of Vancouver, Washington on March 14, 1963, based on a low bid of $536,524.50. Two other bids of $539,488.50 and $592,189.10 were received. The contract allowed 100 workdays for completion of all project work. The contractor began work on April 29, 1963, and April 1964 is the anticipated completion date.

Major pay items under the contract are as follows:

Item No.	Item	Contract bid amount
1	Clearing & grubbing	$ 25,000.00
4	General Excavation, unclassified	27,971.00
36	Metal Guard Rail	31,720.00
42	Loose Rip Rap	48,400.00
43	Coarse crushed material in base	205,260.00
44	3/4-0 material in base	29,400.00
50	Class "B" Asphaltic concrete	118,500.00

See exhibit No. 1 for complete listing of contract bid items.

II PURPOSE OF INSPECTION

To determine the extent of the contract work that is being accomplished by subcontractors. To review the project files to see that each subcontractor has been approved by the State and to examine copies of the subcontracts to determine if they comply with governing regulations and procedures. The extent of the supervision and control exerted by the prime contractor's personnel over the subcontractor's operation was also discussed and evaluated.

III COMMENTS & RECOMMENDATIONS

Review of the subcontracting procedures on this project indicates that the resident engineer generally complied with governing regulations and procedures as prescribed in the State's construction division's manual of instructions and amendments thereto. All subcontracts were approved as required by applicable instructions.

The presence of five different contracting organizations (prime contractor, three approved subcontractors and J.C. Denton Co.) on a three mile project, with the prime contractor performing only a minimum amount of work, presented a coordinating and control problem, The contractor had a responsible representative on the project at all times, but the burden of control and supervision of the various organizations, including coordination of their work, fell on the project engineering staff. This significantly increased the workload of the engineering personnel, since, as the resident engineer stated, "it was similiar to handling five separate contracts". It is doubtful if such a situation was significantly detrimental to the finished project, but had it not existed, the engineering workload would have been reduced and other features of the project, s uch as traffic control and sequence of operations would have been greatly enhanced.

The resident engineer initiated action at the field level to determine the status of the J.C. Denton Company in relation to the prime contractor, since his operation appeared to be unauthorized subcontracting. The prime contractor's payrolls were checked to insure that Denton's men were being carried on the payroll as alleged, and a letter was obtained from the prime contractor setting forth the status of J.C. Denton's operation on this project.

Indications are that the prime contractor resorted to some rather questionable tactics in order to subcontract a substantial portion of the original contract and still stay within the allowable 50 percent subcontracting requirement. It is questionable if the practice of subcontracting the actual physical work portion of an item and retaining the remainder, which can be fulfilled by merely procuring the purchasable materials, is complying with the intent of the 50 percent subcontracting regulation. It is also doubtful whether the practice of renting J.C. Denton's equipment, carrying his employees on the prime contractor's payroll, and furnishing the necessary purchasable material is technically legal. This is especially true since J.C. Denton is a recognized contractor in the Northwest and normally performs guardrail and guide-post installation work on a subcontract basis. It appears that the contractor has resorted to these practices to circumvent the 50 percent limitation.

It would seem appropriate that governing subcontracting regulations be clarified, especially as it pertains to segregating bid items into physical work and purchasable material; and the renting of another contractor's equipment and paying their regular employees to perform work on the project. Use of either method to get around the 50 percent subcontracting limitations appears to be contrary to governing regulations and subsequent interpretations.

It is suggested that the prime contractor's basic records be audited to ascertain if he actually purchased the culvert pipes, guard rail, guideposts, asphalt, etc., as alleged or if this material, the value of which was withheld from the subcontract, was possibly purchased by the applicable subcontractor. J. C. Denton's records, as well as those of the prime, should also be audited to determine if Mr. Denton's operation on the project was actually as contended, or if his operation was possibly a disguised subcontract with later adjustment "off the job". A possible regulation to prohibit such action would be to disallow the rental of another contractor's equipment and paying his established employees. This procedure is normally resorted to only when such is necessary due to dubcontracting limitations.

IV PRIME CONTRACTOR

S. D. Spencer and Son of 4614 N.E. 72nd Ave., Vancouver, Washington is the prime contractor on this project. This contractor is an active member of the Portland, Oregon Chapter of the Associated General Contractors of America, Inc., and is listed in the 1963 Membership Roster booklet as specializing in clearing, grubbing and grading, surfacing, hauling of all types, and equipment rentals.

The State's bidding prequalifications indicate that this contractor is qualified to bid all types of major highway construction except for structures. The contractor generally confines his contracting activities to Oregon and Washington.

V SUBCONTRACTORS

There were three approved subcontractors on this project. The project files indicate that these three subcontracts amount to $254,573.00 or 48.19 percent of the total contract bid. The approved subcontracts are as follows:

1. Rex C. Ayres Construction, Inc., 3040 S.W. 247th, Hillsboro, Oregon

This subcontract, which generally provides for performing all clearing, grubbing, grading, special backfill, and manhole construction work and the installation only of the culvert pipes, was approved by the State in a letter to the contractor dated April 23, 1963. The work contemplated under the subcontract, and chargeable to the subcontract, totalled $68,080 or 12.69 percent of the total contract amount.

This subcontract includes performing all physical work necessary for bid items 1 through 33, inclusive. No actual physical work was performed by the prime contractor under these 33 bid items, however, he supposedly furnished the necessary culvert pipe.

The contract bid amount for these 33 items totalled $78,692.00 compared to the actual subcontract amount of $40,664.40, or approximately one-half the bid amount.

[illegible]
20.80
14.62

2. Rock and Sand, Inc., 6518 Rovenna Aveaue, N.E., Seattle 15, Washington

This subcontract, which provided for manufacture and loading or stockpiling of all necessary crushed base and paving aggregates, was approved by the State in a letter to the prime contractor dated May 17, 1963. The work covered by this subcontract amounts to $112,047 or 20.80 percent of the contract.

This subcontract involves only a portion of Items 43, 44, 48 and 50. The prime contractor completed other necessary work under Items 43 and 44, which consisted of hauling, processing and laying the two courses of base rock.

The remaining work under Items 48 and 50 was subcontracted to Page Paving Co. with exception of the paving asphalt which was supposedly furnished by the prime contractor.

3. Page Paving Company, P.O. Box 2206, Salem, Oregon

This subcontract, which provided for preparation of the base, application of the binder course, and mixing, hauling and placing the asphaltic concrete material, was approved by the State in a letter to the prime contractor, dated July 9, 1963. The work covered by this subcontract amounts to $78,446 or 14.62 percent of the contract.

The subcontract provides for performance of all work under Items 47, 51, and 52 and a portion of items 48, 49, and 50. The necessary aggregates for these items were produced by the crushing subcontractor (Rock and Sand, Inc.). No work was performed by the prime contractor on any of these items, but he supposedly furnished the necessary asphalt.

VI WORK BY PRIME CONTRACTOR

Actual physical work performed by the prime contractor on this project was, in general, limited to furnishing, hauling and placing Stone Blanket (Item 41); furnishing, hauling and placing Loose Rip Rap (Item 42); hauling and placing C-C base rock (Item 43); hauling and placing 3/4"-0 base rock (Item 33); application of water and SS-1 emulsified asphalt (Items 45 and 46); and construction of concrete curbs (Item 34). In addition to this work the contractor allegedly rented J.C. Denton's equipment and carried Denton's employees on his payroll during the period Denton's forces were installing guardrail and guide posts, Items 36 through 40, inclusive and Item 53. The prime contractor presumably furnished the necessary materials for these items.

The rental of J.C. Denton's equipment and paying his employees appears to be a subterfuge by the contractor to circumvent the 50 percent subcontracting limitation. Federal-aid regulations and the State's governing specifications require the contractor to perform not less than fifty (50) percent of the project work with his own organization, except for work designated in the special provisions as "specialty items". A subsequent interpretation states that "work" shall be construed to include all parts of the contract, including the furnishing of materials, and is not limited to the physical operation to be performed. This interpretation also stated that "His own Organization" shall be construed to include only workmen employed and paid directly by the prime contractor and the equipment owned or rented by him. Such term does not include employees of a subcontractor, assignee, or agent of the prime contractor.

J.C. Denton Company, with headquarters at Beaverton, Oregon, is recognized as being a contractor in his own right. He is an active member of the Portland chapter of the Associated General Contractor's of America specializing in the installation of metal guard rail, guide posts, right-of-way fence, and signs. This company does a substantial amount of this type of work within the States of Oregon, Washington, Idaho and Montana, and generally subcontracts this work from the prime contractor.

It was not possible to subcontract this particular work on this project since previously approved subcontracts already totalled 48.19 percent. The guardrail and guide post items amount to an additional 6.76 percent of the total contract.

It appears that the contractor's scheme of subcontracting the physical work portion of bid items or renting another recognized contractor's equipment and hiring his men and then furnishing the purchasable materials in order to stay within the 50 percent limitation is not necessarily complying with the intent of the governing regulations. It would seem that the previously stated interpretation was made to allow credit for the cost of materials where the contractor or subcontractor is performing all necessary work under a bid item as well as furnishing the necessary materials.

It is questionable that it was intended to allow the contractor to furnish purchasable materials and then subcontract the physical work portion of the contract with only the cost of the labor being charged against the 50 percent limitation. The two components are directly related and should not be arbitrarily separated to circumvent the 50 percent regulation.

The prime contractor furnished the material and subcontracted the physical work portion of Items 8 through 26, Items 28 through 30, and Items 48 through 50. These items total $129,577 or approximately 26 percent of the contract bid amount. These items do not include the guard rail and guide post work which was performed by J.C. Denton, Co.

Following is a summary of the work performed on this project:

1. Items of work performed in their entirety by the prime contractor

   Items 34, 35, 41, 42, 45, and 46
   Value of these items $60,287

2. Items of work partially performed by the prime contractor, not including items where prime contractor furnished materials only

   Items 43 and 44
   Value of work performed by prime contractor 137,784

   Total value of work performed by prime contractor not including partial value of items where prime contractor furnished materials only, and not including work performed by J.C. Denton.
   Subtotal - - - $198,071 or
   36.9% of Original contract

3. Items of work performed in their entirety by subcontractor Ayres

   Items 1 through 7, 27, and 31 through 33
   Value of these items $ 63,275

4. Items of work performed by subcontractor Ayres with purchasable materials being furnished by the prime contractor

   Items 8 through 26 and 28 through 30
   Value of these items $ 15,417

5. Items of work performed by J.C. Denton with Denton's men carried on the prime contractor's payroll, purchasable materials furnished by prime contractor and Denton's equipment rented.

   Items 36 through 40, and 53
   Value of these items $ 34,039.50

MORE

6. Items of work performed in their entirety by subcontractor Page.

Items 47, 49, 51 and 52 Value of these items	$ 8,046

7. Item of work performed by subcontractors Page, and Rock and Sand, Inc. with the prime contractor furnishing the purchasable materials.

Item 50 Value of this item	$118,500

8. Item of work performed in its entirety by subcontractors Page, and Rock and Sand, Inc.

Item 48 Value of this item	$ 2,300

9. Partial items of work which were preformed in part by subcontractor Rock and Sand, Inc. and remainder by prime contractor.

Items 43 and 44 Value of subcontracted portion	$96,876

Total value of items of work performed by approved subcontractors and J.C. Denton Co. Prime contractor furnished purchasable materials for some of these items as noted above but performed no physical work.

Subtotal	$338,453.50 or 63.1% of contract
Total contract amount	$536,524.50

NOTE: Above figures based on original contract quantities.

Steps were taken by the resident engineer to ascertain if the prime contractor was in fact renting the equipment, furnishing materials and carrying Denton's employees on his payroll as alleged. Spot checks made of the prime contractor's weekly payrolls revealed that Denton's men were being carried on the payroll, as claimed; and in response to the resident engineer's request, the prime contractor, by letter of October 31, 1963 confirmed that the guardrail installation crew was their (prime contractor) employees, and that any necessary equipment required for this work will be paid for on an hourly rental basis. See exhibit No. 2.

VII PRIME CONTRACTOR'S SUPERVISION & CONTROL

Mr. Pete McDowell, superintendent for the prime contractor, was assigned to the project as the contractor's representative. He was responsible for coordinating the various construction activities between the subcontractors on the project.

Mr. McDowell was considered generally ineffective as far as performing these tasks were concerned. As is generally the case where a large portion of the project is subcontracted to a number of other concerns, the supervision by the contractor was rather lax. This resulted in an extra burden being placed on the resident engineer since it was necessary for him to assume this necessary and important function.

Exhibit No 2

S. D. SPENCER & SON

Construction Trucking and Equipment Rental

4614 N. E. 72nd Avenue ● Phone OXford 3-4719

VANCOUVER, WASHINGTON

October 31, 1963

Mr. John A. Bond
Resident Engineer
Oregon State Highway Department
P.O. Box 160
Tillamook, Oregon

Re: Contract 6240
Guard Rail

Dear Sir:

In reply to your request regarding status of people putting in guard rail on the above captioned project, all people, including supervisory personnel, are our employees, and any special equipment, such as augers, etc., will be paid for on an hourly rental basis.

Any correspondence, or contact, with these people, should be directed to this office, or our superintendent, Mr. Pete McDowell, on the job.

Very truly yours,

S. D. SPENCER & SON

George D. Spencer, Partner

GS:dk

CONSTRUCTION DIVISION
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cc: Construction

3

EXHIBIT No. 1

Garibaldi-Bay City Section
Grading and Paving

Sheet No. 1

ITEM NO.	ITEM AND QUANTITY	UNIT PRICE	AMOUNT
001	CLEARING AND GRUBBING 1.000 LUMP SUM	25000.0000	25,000.00
002	FELLING DANGER TREES 110.000 SQ FT	7.0000	770.00
003	DRAINAGE EXCAVATION UNCLASSIFIED 680.000 CU YDS	4.0000	2,720.00
004	GENERAL EXCAVATION UNCLASSIFIED 33700.000 CU YDS	.8300	27,971.00
005	SHORT OVERHAUL 117000.000 YD STAS	.0200	2,340.00
006	LONG OVERHAUL 3460.000 C-YD STAS	.4000	1,384.00
007	FINISHING ROADBED AND SLOPES .930 MILE	1000.0000	930.00
008	18-INCH CONCRETE PIPE 44.000 LIN FT	7.5000	330.00
009	36-INCH CONCRETE PIPE 20.000 LIN FT	20.0000	400.00
010	12 INCH CULVERT PIPE 930.000 LIN FT	3.0000	2,790.00
011	8-INCH CORRUGATED METAL PIPE 100.000 LIN FT	4.0000	400.00
012	12-INCH CORRUGATED METAL PIPE 190.000 LIN FT	4.5000	855.00
013	18-INCH CORRUGATED METAL PIPE 120.000 LIN FT	5.0000	600.00
014	24-INCH CORRUGATED METAL PIPE 80.000 LIN FT	15.0000	1,200.00
015	12-INCH CORRUGATED STEEL PIPE 12.000 LIN FT	6.0000	72.00
016	18-INCH CORRUGATED STEEL PIPE 20.000 LIN FT	10.0000	200.00
017	18-IN CORR STEEL PIPE 12 GA UNDER RR 40.000 LIN FT	35.0000	1,400.00
018	24-IN CORR STEEL PIPE 12 GA UNDER RR 36.000 LIN FT	37.5000	1,350.00
019	24-INCH CORRUGATED STEEL PIPE 8.000 LIN FT	15.0000	120.00
020	42-INCH CORRUGATED STEEL PIPE 10.000 LIN FT	35.0000	350.00
021	8-INCH SEWER PIPE 100.000 LIN FT	2.7500	275.00
022	12-INCH SEWER PIPE 260.000 LIN FT	3.5000	910.00
023	18-INCH SEWER PIPE 210.000 LIN FT	5.0000	1,050.00
024	6-IN PERF METAL DRAIN PIPE UNCOATED 350.000 LIN FT	2.5000	875.00

Garibaldi-Bay City Section

Sheet No. 2

ITEM NO.	ITEM AND QUANTITY	UNIT PRICE	AMOUNT
025	8-IN PERF METAL DRAIN PIPE UNCOATED 110.000 LIN FT	3.0000	330.00
026	12-IN PERF METAL DRAIN PIPE UNCOATED 180.000 LIN FT	3.7500	675.00
027	SPECIAL BACKFILL IN DRAINS 80.000 CU YDS	7.5000	600.00
028	18-INCH CULVERT END SECTIONS 1.000 ONLY	40.0000	40.00
029	36-INCH CULVERT END SECTIONS 1.000 ONLY	145.0000	145.00
030	CORRUGATED STEEL CATCH INLETS 7.000 ONLY	150.0000	1,050.00
031	CONCRETE INLETS TYPE G 6.000 ONLY	110.0000	660.00
032	CONCRETE INLETS TYPE D 1.000 ONLY	150.0000	150.00
033	CONCRETE MANHOLES 1.000 ONLY	750.0000	750.00
034	CONCRETE CURBS 48.000 CU YDS	60.0000	2,880.00
035	SALVAGE AND REINSTALL GUARD RAIL 80.000 LIN FT	2.0000	160.00
036	METAL GUARD RAIL 12200.000 LIN FT	2.6000	31,720.00
037	RAIL END PIECES 32.000 ONLY	5.0000	160.00
038	GUIDE POSTS PW-1 180.000 ONLY	7.2500	1,305.00
039	GUIDE POSTS PY-1 50.000 ONLY	8.0000	400.00
040	BRACKET REFLECTORS 12.000 ONLY	3.5000	42.00
041	STONE BLANKET 270.000 CU YDS	2.5000	675.00
042	LOOSE RIPRAP 12100.000 CU YDS	4.0000	48,400.00
043	COARSE CRUSHED MATERIAL IN BASE 93300.000 TONS	2.2000	205,260.00
044	3/4IN-0 MATERIAL IN BASE 12000.000 TONS	2.4500	29,400.00
045	SPRINKLING 2160.000 M-GALS	2.2000	4,752.00
046	SS-1 ASPHALT IN SPRINKLING 11400.000 GALS	.3000	3,420.00
047	PREPARATION OF BASE 3.420 MILES	300.0000	1,026.00
048	3/4IN-0 MATERIAL IN BINDER COURSE 460.000 CU YDS	5.0000	2,300.00

ITEM NO.	ITEM AND QUANTITY		UNIT PRICE	AMOUNT
049	RC-250 ASPHALT	70.000 TONS	48.0000	3,360.00
050	CLASS B ASPHALTIC CONCRETE	15800.000 TONS	7.5000	118,500.00
051	EXTRA FOR PAVING APPROACHES	22.000 ONLY	30.0000	660.00
052	ASPHALTIC CONCRETE CURBS	3000.000 LIN FT	1.0000	3,000.00
053	GUARD RAIL BLOCKS	250.000 ONLY	1.6500	412.50

S D SPENCER AND SON
VANCOUVER WASHINGTON

Total Amount of Contract 536,524.50

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F 159(6)

6240

April 17, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed March 2 on Contract No. 6240. The contract was with S. D. Spencer & Son and was for grading, paving, and stone base on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on April 23.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: April 12, 1964

SECTION: Garibaldi- Bay City

SECTION PREFIX: 29-1078

HIGHWAY: Oregon Coast

COUNTY: Tillamook

NAME OF JOB:

KIND OF WORK: Grading, Base & Paving

CONTRACTOR: S.D. Spencer & Son

CONTRACT NUMBER: 6240

FEDERAL AID PROJECT NUMBER: F-129(11)

DATE OF CONTRACT: March 14, 1963

DATE WORK STARTED: April 29, 1963

ESTIMATED COMPLETION DATE: - completed

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 100

WORK DAYS USED: 73

PERCENT OF TIME ELAPSED: 73 (complete)

PROJECT AUTHORIZATION: $ 656,915 *

ENGINEERING AUTHORIZATION: $ 44,202

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 612,713

ENGINEERING COST TO DATE: $ 43,445

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 631,308

PERCENT OF AUTHORIZATION: 98.3 %

ESTIMATED PERCENT: OVERRUN 2.6 %

DATE PROJECT WAS COMPLETED: March 2, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
All work completed ----------------							

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.93	3.42			3.42
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	0.93	3.42			3.42
TOTAL ESTIMATED QUANTITIES (CONTRACT)	33,700	105,300 T			15,800 T
TOTAL QUANTITIES CORRECTED TO DATE	38,523	116,000			16,862
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES	500	1,300			1,200
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			-
HOURS PER SHIFT	-	-			-

EQUIPMENT USED DURING THE WEEK: None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers		
MONDAY	Fair		
TUESDAY	"		NOTED
WEDNESDAY	Overcast- foggy		JOHN R. OAKES
THURSDAY	Showers		
FRIDAY	"		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY		
MONDAY	No contract activity ,	Finishing semi- final in office.
TUESDAY	"	Semi-final delivered to Div. Office . 2 men building center line reference monuments.
WEDNESDAY	"	Building center line reference monuments.
THURSDAY	"	
FRIDAY	"	
SATURDAY		

REMARKS

Semi-final delivered to Div. Office this week. Still have to point and stamp a few reference monuments and put in a few R/W posts and pins.

The PR 47 form for this project not yet received from the Contractor. He promises to submit it soon.

THIS IS FINAL REPORT ON THIS PROJECT.

SIGNED John A. Bond John A. Bond
Res. Engr.
ADDRESS P.O. Box 169, Tillamook

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
APR 10 1964

FOR FILING
[illegible]

6-42

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1964

SUBJECT:

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

In response to your request of February 26, 1964, I have inspected the records of S. D. Spencer & Son, Prime Contractor, relative to sub-contracting on the Garibaldi-Bay City Section, Contract No. 6240.

You particularly requested determination as to who purchased the guardrail and sight posts for this job, but I noticed the inspection-in-depth report questioned whether other materials, which were supposed to have been purchased by the prime contractor, may have been purchased by the sub-contractors, so I thought it advisable to settle these questions also.

Forwarded herewith are photostatic copies of some of the invoices covering the purchases of asphalt, culvert pipe, guardrail, guardrail posts, and sight posts, along with checks issued by the prime contractor covering payment of same.

Also included are two of S. D. Spencer & Son's payrolls showing that the guardrail crew was carried thereon, and invoices from J. C. Denton Co. for rental of their equipment to the prime.

Maurice N Juve

Maurice N. Juve
Chief Cost Analyst

MNJ:bjm
Attachments

RECEIVED
APR 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

S. D. SPENCER & SON
4614 N. E. 72ND AVENUE PHONE OX 3-4719
VANCOUVER, WASHINGTON
TRUCKING AND CONSTRUCTION

Nº 16921

VANCOUVER, WASH. 4/1 19 64

98-37
1233

PAY TO THE ORDER OF J. C. Denton & Sons, Inc —— $ 1000.00

The sum of $1000 and 00 cts DOLLARS

S. D. SPENCER & SON

VANCOUVER BRANCH
SEATTLE-FIRST NATIONAL BANK
VANCOUVER, WASHINGTON

BY George D. Spencer

On acct
OH 3-2

⑆1233⑉0037⑆ 34664 003⑈

INVOICE

J. C. DENTON & SONS, INC.
ROUTE 1 • BOX 1270
BEAVERTON, OREGON 97005
Telephone 644-1973

specialists in guard rail construction

S. D. Spencer & Sons
4614 N.E. 72nd Avenue
Vancouver, Washington

DATE March 24, 1963

OREGON STATE HIGHWAY CONTRACT NO. 6240, TILLAMOOK COUNTY, BAY CITY-GARIBALDI SECTION:

Equipment rental setting guard rail Oct. 21, 1963-Nov. 30, 1963, end of job:

72 hrs earth boring machine @ 23.30	1,677.60
160 hrs 1/2 T pickups @ 2.06	329.60
80 hrs 2 ton flatbed truck @ 3.50	280.00
132 hrs 300 CF compressor w/tools @ 6.50	858.00
92 hrs painting rig @ 5.25/hr	483.00
	3,628.20

S. D. SPENCER & SON
4614 N. E. 72ND AVENUE PHONE OX 3-4719
VANCOUVER, WASHINGTON
TRUCKING AND CONSTRUCTION

№ 16811

VANCOUVER, WASH. 2/6 1964

98-37
1233

PAY TO THE ORDER OF J. C. Denton & Sons —— $4025.88

The sum of $4025 and 88 cts DOLLARS

VANCOUVER BRANCH
SEATTLE-FIRST NATIONAL BANK
VANCOUVER, WASHINGTON

S. D. SPENCER & SON

BY George D. Spencer

Equipment rental:

⑆1233⑉0037⑆ 34664 003⑈ ⑈0000402588⑈

INVOICE

J. C. DENTON & SONS, INC.
ROUTE 1 • BOX 1270
BEAVERTON, OREGON 97005
Telephone 644-1973

specialists in guard rail construction

DATE February 3, 1964

S.D. Spencer & Sons
4614 N.E. 72nd Avenue
Vancouver, Washington

OREGON STATE HIGHWAY CONTRACT NO. 6240, TILLAMOOK COUNTY, Bay City-Garibaldi Section

Equipment rental setting guard rail to October 20, 1963:

115 hrs earth boring machine @ 23.30	2,679.50
147 hrs pickups @ 2.06	301.88
83 hrs flatbed truck @ 3.50	290.50
116 hrs 300 CF compressor w/tools @ 6.50	754.00
	4,025.88

Salem, Oregon
February 26, 1964

Mr. M. N. Juve
Chief Cost Analyst
Shops

Inspection in Depth
Garibaldi-Bay City Section
Oregon Coast Highway

A copy of the Bureau of Public Roads' inspection in depth and Mr. Dec's letter of transmittal of that inspection is attached. The inspection was made by Glenn K. Hossner, Area Engineer, who, at several points in the report of his inspection, states and implies that materials which were supposed to have been purchased by the prime contractor may have been purchased by the owner of the rental equipment (J. C. Denton Company).

In the event the material purchased was procured by the prime contractor, there appears to be no breech of regulation in regard to subcontracting. If the reverse is true, J. C. Denton performed a service not required of the owner of rental equipment and, therefore, becomes a suspect of subcontracting. Will you please see what you can determine in regard to S. D. Spencer and Sons' purchase of materials on items where Denton's equipment was used on a rental basis.

I would like to make as strong a position as possible in regard to this matter but don't wish to saw the limb off between myself and the tree if Spencer is guilty of subcontracting beyond the allowable limits.

I would appreciate your action on this as soon as possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments

FORM CD-101 (9-11-58)
(PRES. BY A.O. 200-10)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

Shaw

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: January 31, 1964

T. Dec

FROM : T. Dec, Assistant Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project F-129(11) & S-478(2)
Garibaldi-Bay City Section of the Oregon Coast Highway
Inspection-in-Depth: Subcontracting

Transmitted herewith are two copies of an inspection-in-depth report on subject project. This inspection consisted of a review of subcontracting procedures and records on the project.

This inspection revealed some rather questionable subcontracting procedures on subject project that warrant further investigation.

While no definite evidence was obtained that a subcontractural relationship existed between the prime contractor and J.C. Denton, there appears to be a good possibility that the prime contractor might have carried Denton's men on his payroll, rented Denton's equipment and at the same time had an agreement for additional payments to be made either on a unit price basis or lump sum amount. In addition, payment for purchasable materials may have been made by other than the prime contractor which would affect the subcontract amount.

This type procedure presents a problem since obviously the 50 percent limitation has been established primarily to provide better supervision and control by the prime contractor at the project level. Indications are that the prime contractor exercised little or no control over the various other organizations on this project.

We would appreciate receiving a report on your investigation into these matters. Such information will then be furnished to higher offices for a decision on this type of subcontracting procedures.

Attachments

RECEIVED
FEB 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
FEB 7 1964
OFFICE ENGINEERING
DIVISION

copies to Young
Morgan
Lindas

Form PR-33
(5-2-56)

Region
Division No. 8
Division
District Oregon
Project No. F-129(11)
S-478(2)

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Report on Inspection-in-Depth: Subcontracting
Inspection made by Glenn K. Hossner, Area Engr.
Date inspection made January 15, 1964 and previous inspections during course of construction.
In company with John Bond, Resident Engineer

Time Spent:

Inspection & reviewing records	5 hrs.
Travel time	3 hrs.
Writing time	4 hrs.

GARIBALDI - BAY CITY SECTION OF THE OREGON COAST HIGHWAY
Grading & Paving

I PROJECT DATA

The project provides for 0.94 miles of grading and 3.38 miles of base surfacing and paving on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County. The overall length of the project is 3.38 miles as the section being graded under this contract will also receive base surfacing and an A.C. pavement. The project is a combination Primary and Secondary.

The project begins at a point on the existing Oregon Coast Highway approximately 0.7 miles northerly of Hobsonville and extends 3.38 miles in a southerly direction to another point on the existing Oregon Coast Highway, which point is approximately 0.90 miles southerly of Bay City. The Secondary project extends from the beginning of the project to Hobsonville and serves as a connection to the existing highway. Future plans are to extend the Primary highway across a small portion of Tillamook Bay to Garibaldi.

Following is a breakdown of the work under this contract in regard to project No., length, and type of work.

Project No.	Length	Type of Work
S-478(2)	0.75 miles	Base surf. & Pave.
F-129(11)	1.69 miles	Base surf. & Pave.
"	0.94 miles	Grading, base surf. & Pave.
Total	3.38 miles	

The project was awarded to S.D. Spencer and Son of Vancouver, Washington on March 14, 1963, based on a low bid of $536,524.50. Two other bids of $539,483.50 and $592,189.10 were received. The contract allowed 100 workdays for completion of all project work. The contractor began work on April 29, 1963, and April 1964 is the anticipated completion date.

Major pay items under the contract are as follows:

Item No.	Item	Contract bid amount
1	Clearing & grubbing	$ 25,000.00
4	General Excavation, unclassified	27,971.00
36	Metal Guard Rail	31,720.00
42	Loose Rip Rap	48,400.00
43	Coarse crushed material in base	205,260.00
44	3/4-0 material in base	29,400.00
50	Class "B" Asphaltic concrete	118,500.00

See exhibit No. 1 for complete listing of contract bid items.

II PURPOSE OF INSPECTION

To determine the extent of the contract work that is being accomplished by subcontractors. To review the project files to see that each subcontractor has been approved by the State and to examine copies of the subcontracts to determine if they comply with governing regulations and procedures. The extent of the supervision and control exerted by the prime contractor's personnel over the subcontractor's operation was also discussed and evaluated.

III COMMENTS & RECOMMENDATIONS

Review of the subcontracting procedures on this project indicates that the resident engineer generally complied with governing regulations and procedures as prescribed in the State's construction division's manual of instructions and amendments thereto. All subcontracts were approved as required by applicable instructions.

The presence of five different contracting organizations (prime contractor, three approved subcontractors and J.C. Denton Co.) on a three mile project, with the prime contractor performing only a minimum amount of work, presented a coordinating and control problem. The contractor had a responsible representative on the project at all times, but the burden of control and supervision of the various organizations, including coordination of their work, fell on the project engineering staff. This significantly increased the workload of the engineering personnel, since, as the resident engineer stated, "it was similiar to handling five separate contracts". It is doubtful if such a situation was significantly detrimental to the finished project, but had it not existed, the engineering workload would have been reduced and other features of the project, such as traffic control and sequence of operations would have been greatly enhanced.

The resident engineer initiated action at the field level to determine the status of the J.C. Denton Company in relation to the prime contractor, since his operation appeared to be unauthorized subcontracting. The prime contractor's payrolls were checked to insure that Denton's men were being carried on the payroll as alleged, and a letter was obtained from the prime contractor setting forth the status of J.C. Denton's operation on this project.

Indications are that the prime contractor resorted to some rather questionable tactics in order to subcontract a substantial portion of the original contract and still stay within the allowable 50 percent subcontracting requirement. It is questionable if the practice of subcontracting the actual physical work portion of an item and retaining the remainder, which can be fulfilled by merely procuring the purchasable materials, is complying with the intent of the 50 percent subcontracting regulation. It is also doubtful whether the practice of renting J.C. Denton's equipment, carrying his employees on the prime contractor's payroll, and furnishing the necessary purchasable material is technically legal. This is especially true since J.C. Denton is a recognized contractor in the Northwest and normally performs guardrail and guide-post installation work on a subcontract basis. It appears that the contractor has resorted to these practices to circumvent the 50 percent limitation.

It would seem appropriate that governing subcontracting regulations be clarified, especially as it pertains to segregating bid items into physical work and purchasable material; and the renting of another contractor's equipment and paying their regular employees to perform work on the project. Use of either method to get around the 50 percent subcontracting limitations appears to be contrary to governing regulations and subsequent interpretations.

It is suggested that the prime contractor's basic records be audited to ascertain if he actually purchased the culvert pipes, guard rail, guideposts, asphalt, etc., as alleged or if this material, the value of which was withheld from the subcontract, was possibly purchased by the applicable subcontractor. J. C. Denton's records, as well as those of the prime, should also be audited to determine if Mr. Denton's operation on the project was actually as contended, or if his operation was possibly a disguised subcontract with later adjustment "off the job". A possible regulation to prohibit such action would be to disallow the rental of another contractor's equipment and paying his established employees. This procedure is normally resorted to only when such is necessary due to dubcontracting limitations.

IV PRIME CONTRACTOR

S. D. Spencer and Son of 4614 N.E. 72nd Ave., Vancouver, Washington is the prime contractor on this project. This contractor is an active member of the Portland, Oregon Chapter of the Associated General Contractors of America, Inc., and is listed in the 1963 Membership Roster booklet as specializing in clearing, grubbing and grading, surfacing, hauling of all types, and equipment rentals.

The State's bidding prequalifications indicate that this contractor is qualified to bid all types of major highway construction except for structures. The contractor generally confines his contracting activities to Oregon and Washington.

V SUBCONTRACTORS

There were three approved subcontractors on this project. The project files indicate that these three subcontracts amount to $254,573.00 or 48.19 percent of the total contract bid. The approved subcontracts are as follows:

1. Rex C. Ayres Construction, Inc., 3040 S.W. 247th, Hillsboro, Oregon

This subcontract, which generally provides for performing all clearing, grubbing, grading, special backfill, and manhole construction work and the installation only of the culvert pipes, was approved by the State in a letter to the contractor dated April 23, 1963. The work contemplated under the subcontract, and chargeable to the subcontract, totalled $68,080 or 12.69 percent of the total contract amount.

This subcontract includes performing all physical work necessary for bid items 1 through 33, inclusive. No actual physical work was performed by the prime contractor under these 33 bid items, however, he supposedly furnished the necessary culvert pipe.

The contract bid amount for these 33 items totalled $78,692.00 compared to the actual subcontract amount of $40,664.40, or approximately one-half the bid amount.

2. Rock and Sand, Inc., 6518 Rovenna Avenue, N.E., Seattle 15, Washington

This subcontract, which provided for manufacture and loading or stockpiling of all necessary crushed base and paving aggregates, was approved by the State in a letter to the prime contractor dated May 17, 1963. The work covered by this subcontract amounts to $112,047 or 20.80 percent of the contract.

This subcontract involves only a portion of Items 43, 44, 48 and 50. The prime contractor completed other necessary work under Items 43 and 44, which consisted of hauling, processing and laying the two courses of base rock.

The remaining work under Items 48 and 50 was subcontracted to Page Paving Co. with exception of the paving asphalt which was supposedly furnished by the prime contractor.

3. Page Paving Company, P.O. Box 2206, Salem, Oregon

This subcontract, which provided for preparation of the base, application of the binder course, and mixing, hauling and placing the asphaltic concrete material, was approved by the State in a letter to the prime contractor, dated July 9, 1963. The work covered by this subcontract amounts to $78,446 or 14.62 percent of the contract.

The subcontract provides for performance of all work under Items 47, 51, and 52 and a portion of items 48, 49, and 50. The necessary aggregates for these items were produced by the crushing subcontractor (Rock and Sand)

Inc.). No work was performed by the prime contractor on any of these items, but he supposedly furnished the necessary asphalt.

VI WORK BY PRIME CONTRACTOR

Actual physical work performed by the prime contractor on this project was, in general, limited to furnishing, hauling and placing Stone Blanket (Item 41); furnishing, hauling and placing Loose Rip Rap (Item 42); hauling and placing C-C base rock (Item 43); hauling and placing 3/4"-0 base rock (Item 33); application of water and SS-1 emulsified asphalt (Items 45 and 46); and construction of concrete curbs (Item 34). In addition to this work the contractor allegedly rented J.C. Denton's equipment and carried Denton's employees on his payroll during the period Denton's forces were installing guardrail and guide posts, Items 36 through 40, inclusive and Item 53. The prime contractor presumably furnished the necessary materials for these items.

The rental of J.C. Denton's equipment and paying his employees appears to be a subterfuge by the contractor to circumvent the 50 percent subcontracting limitation. Federal-aid regulations and the State's governing specifications require the contractor to perform not less than fifty (50) percent of the project work with his own organization, except for work designated in the special provisions as "specialty items". A subsequent interpretation states that "work" shall be construed to include all parts of the contract, including the furnishing of materials, and is not limited to the physical operation to be performed. This interpretation also stated that "His own Organization" shall be construed to include only workmen employed and paid directly by the prime contractor and the equipment owned or rented by him. Such term does not include employees of a subcontractor, assignee, or agent of the prime contractor.

J.C. Denton Company, with headquarters at Beaverton, Oregon, is recognized as being a contractor in his own right. He is an active member of the Portland chapter of the Associated General Contractor's of America specializing in the installation of metal guard rail, guide posts, right-of-way fence, and signs. This company does a substantial amount of this type of work within the States of Oregon, Washington, Idaho and Montana, and generally subcontracts this work from the prime contractor.

It was not possible to subcontract this particular work on this project since previously approved subcontracts already totalled 48.19 percent. The guardrail and guide post items amount to an additional 6.76 percent of the total contract.

It appears that the contractor's scheme of subcontracting the physical work portion of bid items or renting another recognized contractor's equipment and hiring his men and then furnishing the purchasable materials in order to stay within the 50 percent limitation is not necessarily complying with the intent of the governing regulations. It would seem that the previously stated interpretation was made to allow credit for the cost of materials where the contractor or subcontractor is performing all necessary work under a bid item as well as furnishing the necessary materials.

It is questionable that it was intended to allow the contractor to furnish purchasable materials and then subcontract the physical work portion of the contract with only the cost of the labor being charged against the 50 percent limitation. The two components are directly related and should not be arbitrarily separated to circumvent the 50 percent regulation.

The prime contractor furnished the material and subcontracted the physical work portion of Items 8 through 26, Items 28 through 30, and Items 48 through 50. These items total $129,577 or approximately 26 percent of the contract bid amount. These items do not include the guard rail and guide post work which was performed by J.C. Denton, Co.

Following is a summary of the work performed on this project:

1. Items of work performed in their entirety by the prime contractor

   Items 34, 35, 41, 42, 45, and 46
   Value of these items $60,287

2. Items of work partially performed by the prime contractor, not including items where prime contractor furnished materials only

   Items 43 and 44
   Value of work performed by prime contractor 137,784

   Total value of work performed by prime contractor not including partial value of items where prime contractor furnished materials only, and not including work performed by J.C. Denton.
   Subtotal - - - $198,071 or
   36.9% of Original contract

3. Items of work performed in their entirety by subcontractor Ayres

   Items 1 through 7, 27, and 31 through 33
   Value of these items $ 63,275

4. Items of work performed by subcontractor Ayres with purchasable materials being furnished by the prime contractor

   Items 8 through 26 and 28 through 30
   Value of these items $ 15,417

5. Items of work performed by J.C. Denton with Denton's men carried on the prime contractor's payroll, purchasable materials furnished by prime contractor and Denton's equipment rented.

   Items 36 through 40, and 53
   Value of these items $ 34,039.50

MORE

6. Items of work performed in their entirety by subcontractor Page.

Items 47, 49, 51 and 52 Value of these items	$ 8,046

7. Item of work performed by subcontractors Page, and Rock and Sand, Inc. with the prime contractor furnishing the purchasable materials.

Item 50 Value of this item	$118,500

8. Item of work performed in its entirety by subcontractors Page, and Rock and Sand, Inc.

Item 48 Value of this item	$ 2,300

9. Partial items of work which were preformed in part by subcontractor Rock and Sand, Inc. and remainder by prime contractor.

Items 43 and 44 Value of subcontracted portion	$96,876

Total value of items of work performed by approved subcontractors and J.C. Denton Co. Prime contractor furnished purchasable materials for some of these items as noted above but performed no physical work.

Subtotal	$338,453.50 or 63.1% of contract
Total contract amount	$536,524.50

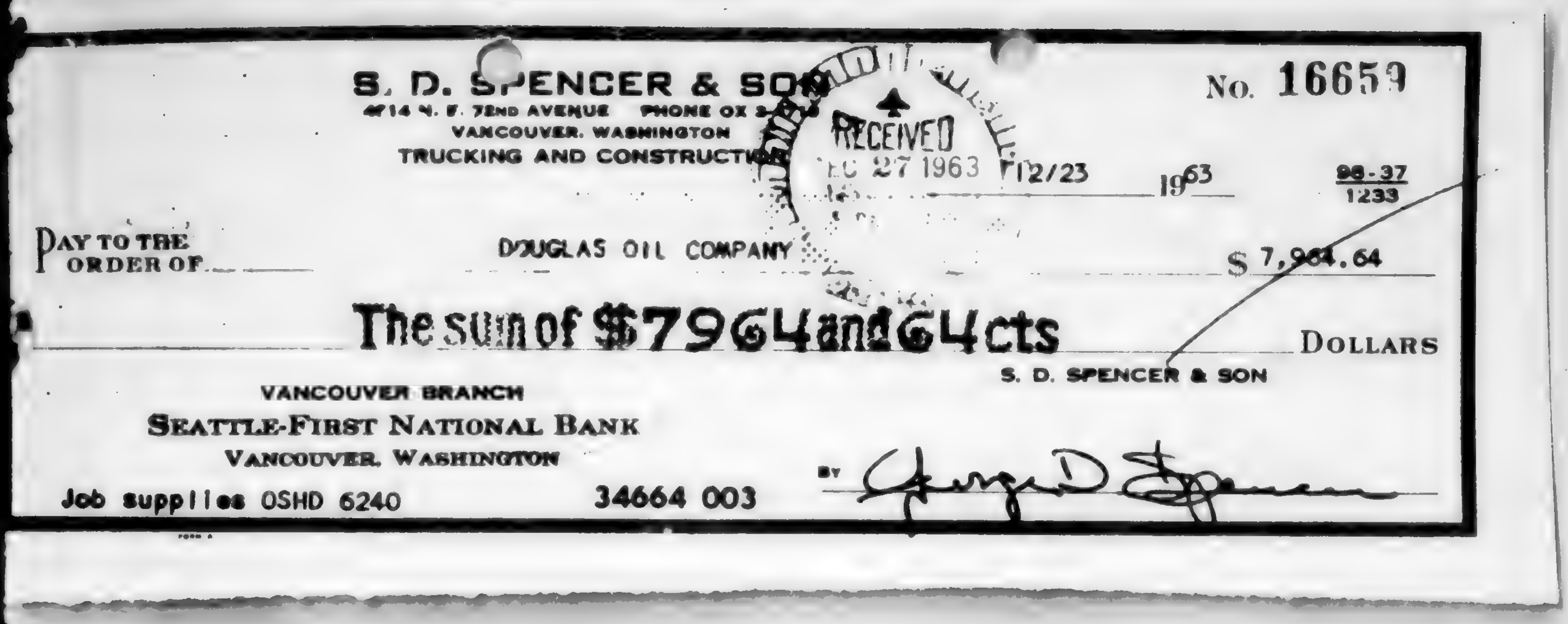
NOTE: Above figures based on original contract quantities.

Steps were taken by the resident engineer to ascertain if the prime contractor was in fact renting the equipment, furnishing materials and carrying Denton's employees on his payroll as alleged. Spot checks made of the prime contractor's weekly payrolls revealed that Denton's men were being carried on the payroll, as claimed; and in response to the resident engineer's request, the prime contractor, by letter of October 31, 1963 confirmed that the guardrail installation crew was their (prime contractor) employees, and that any necessary equipment required for this work will be paid for on an hourly rental basis. See exhibit No. 2.

VII PRIME CONTRACTOR'S SUPERVISION & CONTROL

Mr. Pete McDowell, superintendent for the prime contractor, was assigned to the project as the contractor's representative. He was responsible for coordinating the various construction activities between the subcontractors on the project.

Mr. McDowell was considered generally ineffective as far as performing these tasks were concerned. As is generally the case where a large portion of the project is subcontracted to a number of other concerns, the supervision by the contractor was rather lax. This resulted in an extra burden being placed on the resident engineer since it was necessary for him to assume this necessary and important function.



S. D. SPENCER & SON
4714 N. E. 72ND AVENUE PHONE OX 2-[illegible]
VANCOUVER, WASHINGTON
TRUCKING AND CONSTRUCTION

No. 16659

RECEIVED
DEC 27 1963

12/23 1963

98-37
1233

PAY TO THE ORDER OF DOUGLAS OIL COMPANY $ 7,964.64

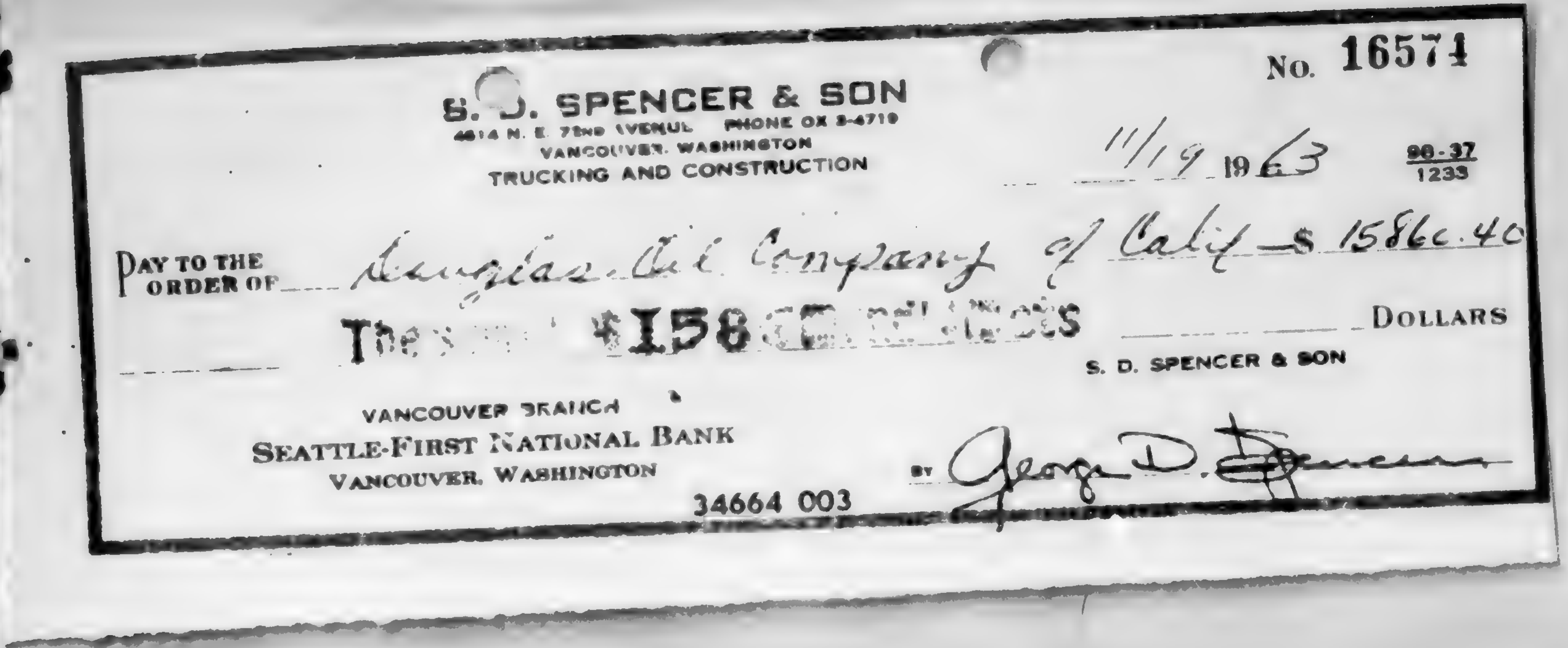
The sum of $7964 and 64 cts DOLLARS

S. D. SPENCER & SON

VANCOUVER BRANCH
SEATTLE-FIRST NATIONAL BANK
VANCOUVER, WASHINGTON

BY George D Spencer

Job supplies OSHD 6240 34664 003



No. 16574

S. D. SPENCER & SON
4614 N. E. 72nd AVENUE PHONE OX 3-4719
VANCOUVER, WASHINGTON
TRUCKING AND CONSTRUCTION

11/19 1963

98-37
1233

PAY TO THE ORDER OF Douglas Oil Company of Calif $ 15860.40

The s [illegible] $158 [illegible] DOLLARS

S. D. SPENCER & SON

VANCOUVER BRANCH
SEATTLE-FIRST NATIONAL BANK
VANCOUVER, WASHINGTON

34664 003

BY George D. Spencer

DOUGLAS *Oil Company of California*

SOLD TO S.D. SPENCER & SON
% [illegible] PAVING CO.
P.O. BOX [illegible]
TILLAMOOK, OREGON

10/31/63 102372 4 104 00 9,177.6

NET 10TH PROX

REFINERY

CAPITAL CITY

PRODUCT NUMBER			DESCRIPTION	TONS
050650	10/03	[illegible]	85/100 ASPHALT	[illegible]
				19.63
				[illegible]
	[illegible]	[illegible]		[illegible]
				[illegible]
	[illegible]	[illegible]		[illegible]
				[illegible]
				14.40
	[illegible]	[illegible]		15.45
				[illegible]
				[illegible]
	[illegible]	[illegible]		15.71
	[illegible]	[illegible]		15.70
	[illegible]	[illegible]		[illegible]
		[illegible]		[illegible]

OK

DOUGLAS Oil Company of California

PRODUCERS · REFINERS · MARKETERS
816 WEST FIFTH STREET, LOS ANGELES 17, CALIF.

SOLD TO S.D. SPENCER & SON

CODE	CUSTOMER NUMBER	INVOICE DATE	INVOICE NO.	ST.	SHIP FROM		
	18299	10/31/63	102877	4	104	60	3,037.92

SHIP TO (SAME AS SOLD TO UNLESS INDICATED BELOW)

PURCHASE ORDER	CONTRACT NO	TERMS	SALES ORDER	F.O.B.	CARRIER
	OSHD 6240	NET 10TH PROX	P 942	REFINERY	ARROW

PRODUCT NUMBER	DATE SHIPPED	B/L NUMBER	DESCRIPTION	GROSS GALLONS	TEMP	NET TONS	PRICE	AMOUNT
050640	10/09	10037	85/100 ASPHALT			25.62		
	10/08	10050				25.58		
	10/07	10052				25.57		
	10/02	19753				24.04		
	10/09	10087				25.77		

						126.58	24.00	3,037.92

OK - Pay

OC FORM 148

CUSTOMER

11/19

[illegible]
10/10/63

DOUGLAS *Oil Company of California*

PRODUCERS • REFINERS • MARKETERS
816 WEST FIFTH STREET, LOS ANGELES 17, CALIF.

CODE	CUSTOMER NUMBER	INVOICE DATE	INVOICE NO.	ST.	SHIP FROM		
	18299	10/31/63	102878	4	104	60	3,044.4

SOLD TO S.D. SPENCER & SON

SHIP TO (SAME AS SOLD TO UNLESS INDICATED BELOW)

PURCHASE ORDER	CONTRACT NO.	TERMS	SALES ORDER	F.O.B.	CARRIER
	OSHD 6240	NET 10TH PROX	P 942	REFINERY	CAPITAL

PRODUCT NUMBER	DATE SHIPPED	B/L NUMBER	DESCRIPTION	GROSS GALLONS	TEMP.	NET TONS	PRICE	AMOUNT
050640	10/14	10126	85/100 ASPHALT			25.58		
		10140				25.64		
	10/15	10132				25.19		
		10139				25.13		
		10141				25.31		
			OK-Pay			126.85	24.00	3,044.40

UNLESS OTHERWISE INDICATED THE ABOVE PRICES [illegible] AS PRESCRIBED BY LAW.
THIS IS THE ONLY INVOICE [illegible] MADE [illegible]

11/19 # 6
10/10 16

DOC FORM 148

CUSTOMER

DOUGLAS *Oil Company of California*

PRODUCERS • REFINERS • MARKETERS
816 WEST FIFTH STREET, LOS ANGELES 17, CALIF.

CODE	CUSTOMER NUMBER	INVOICE DATE	INVOICE NO.	ST.	SHIP FROM		
	18299	10/31/63	102870	4	165	60	600.48

SHIP TO (SAME AS SOLD TO UNLESS INDICATED BELOW)

SOLD TO S.D. SPENCER & SON
% PAGE PAVING COMPANY
P.O. BOX 264
TILLAMOOK, OREGON

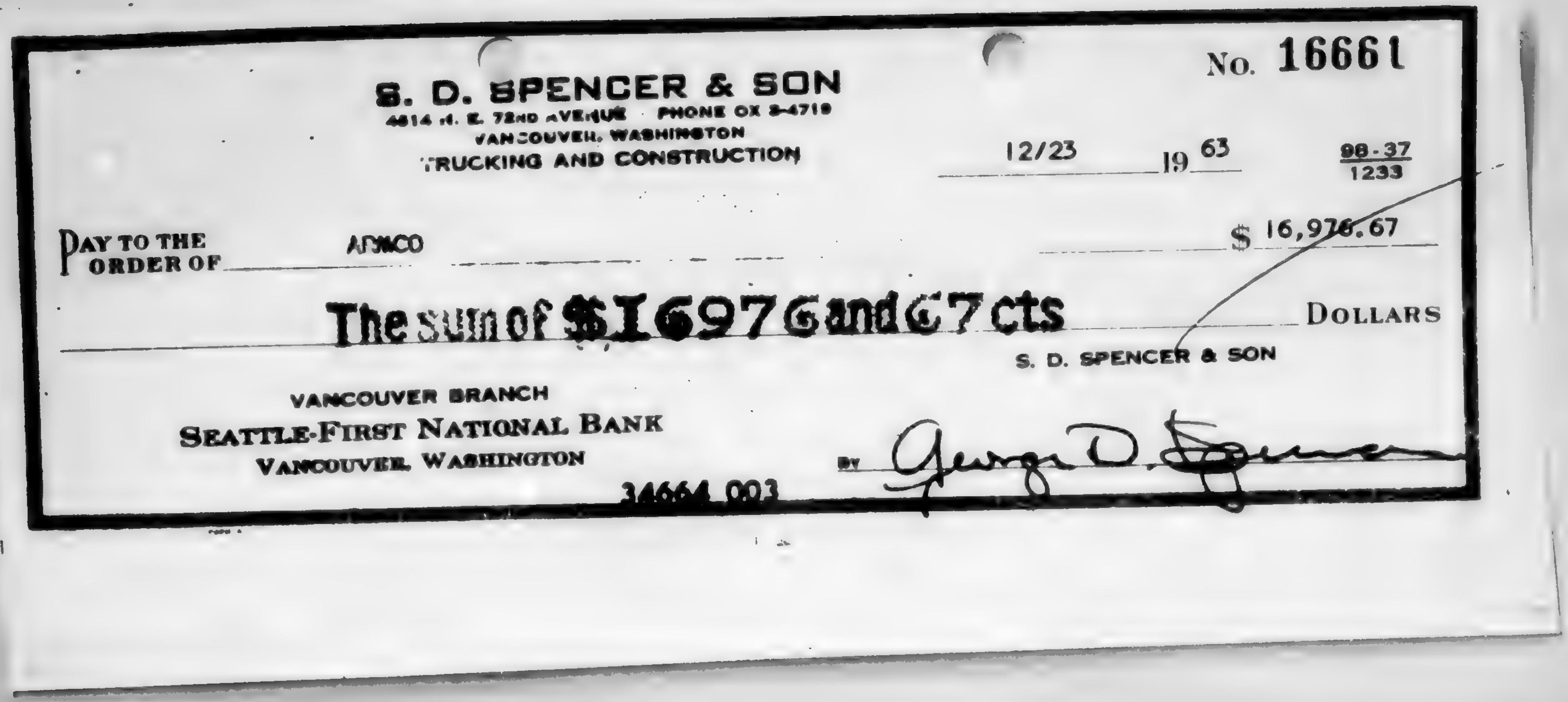
PURCHASE ORDER	CONTRACT NO.	TERMS	SALES ORDER	F.O.B.	CARRIER
OSHD 6240		NET 10TH PROX	P 942	REFINERY	CAPITAL CITY

PRODUCT NUMBER	DATE SHIPPED	B/L NUMBER	DESCRIPTION	GROSS GALLONS	TEMP	NET TONS	PRICE	AMOUNT
050640	10/09	10088	85/100 ASPHALT			25.02	24.00	600.48

OK- E.O.B.

UNLESS OTHERWISE [illegible]

CUSTOMER



No. 16661

S. D. SPENCER & SON
4614 N. E. 72ND AVENUE · PHONE OX 2-4719
VANCOUVER, WASHINGTON
TRUCKING AND CONSTRUCTION

12/23 19 63

98-37
1233

PAY TO THE ORDER OF ARMCO $ 16,976.67

The sum of $16976 and 67 cts DOLLARS

S. D. SPENCER & SON

VANCOUVER BRANCH
SEATTLE-FIRST NATIONAL BANK
VANCOUVER, WASHINGTON

BY George D. Spencer

34664 003

FORM G-90100-REV. 1-1-62

ARMCO METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
130 E. 5th AVENUE, DENVER 3, COLORADO

CR. REF: 61-6

OUR DATE	OUR ORDER NO.	BUYERS DATE	BUYERS ORDER NO.	SHIP FROM	PRODUCT	MARKET
10=7=63	61-6149	10-4-63		HILLSBORO	78	

REGION	DISTRICT	SALES TERRITORY
2	6	615

SOLD TO
S. D. SPENCER & SONS, CO.
4614 N E 72ND AVE
VANCOUVER, WASHINGTON

SHIP TO
DESTINATION
J. C. DENTON & SONS, INC.
OSHD PROJ BAY CITY-GARABALDI SE
OREGON COAST HWY
BAY CITY, TILLAMOOK CO, OREGON

DESCRIPTION
ARMCO PRE GALV ZINCGRIP FLEXBEAM GUARDRAIL

ROUTING HLBO TRK PPD

F. O. B. DESTINATION

TERMS 1/2 OF 1% 10 DA NET 30 DA

PAST DUE ACCOUNTS BEAR INTEREST AT 6% PER ANNUM

SHIPMENT WANTED 10-8-63

SHIPMENT PROMISED ITEMS 1-4 & N & B, 10-8
ITEMS 2-3 & 5. CUSTOMER
WILL CALL
10-10-63

B/L NO. 3979

CAR NO.

SHIPMENT DATE 10-15-63

INVOICE DATE 10-28-63

INVOICE NO. 33780

INVOICE

ITEM	PIECES	GAGE	DIAMETER	UNIT LENGTH		QUANTITY ORDERED	PRICE	AMOUNT
1	20	12		12'6"	STRAIGHT SECTIONS	250'	1.08	270.00
2	10	12		12'6"	81' RADIUS TF CONVEX	125'	1.33	166.25
3	6	12		12'6"	51' RADIUS TF CONCAVE	75'	1.33	99.75
4	106	12		25'	STRAIGHT SECTIONS	2650'	1.08	2,862.00
5	30	12			TERMINAL SECTIONS	30	3.00	90.00
								3,488.00

1380 5/8 X 1 1/4 SPLICE BOLTS & NUTS

248 5/8 X 10 1/2 POST BOLTS, NUTS & WASHERS

INCLUDED IN ABOVE PRICE

PRIME-S. D. SPENCER & SONS, CO.
CONTR # 6240
SUB CONT - J. C. DENTON & SONS, INC.
NOTE: CUSTOMER TO PICK UP ITEMS 2, 3, & 5 ON 10-8-63 OR
BEFORE. 148 miles

GR-FS 78-25,706
CURVE 81
10-9

Paid 12/2

FORM G-80108-REV. 1-1-62

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
130 E. 5th AVENUE, DENVER 3, COLORADO

CR. REF: 60-6

OUR DATE	OUR ORDER NO.	BUYERS DATE	BUYERS ORDER NO.	SHIP FROM	PRODUCT	MARKET
8-15-63	61-5604	8-5-63	CHAS A DENTON	HILLSBORO	78	

REGION	DISTRICT	SALES TERRITORY
2	6	615

SOLD TO
S. D. SPENCER & SON CO
4614 N E 72ND AVE
VANCOUVER, WASHINGTON

SHIP TO
J C DENTON &SONS, INC.
C/O TILLAMOOK - PORTLAND AUTO FREIGHT

DESTINATION
BAY CITY (TILLAMOOK CO) OREGON

DESCRIPTION
GUIDE POSTS, PAINTED & REFLECTORIZED,
COMPLETE W/7' STAKES

ROUTING 1/T to TILLAMOOK - PORTLAND A/F

ppd

F. O. B. TILLAMOOK, OREGON

TERMS 1/2 OF 1% 10 DA NET 30 DA

PAST DUE ACCOUNTS BEAR INTEREST AT 6% PER ANNUM

SHIPMENT WANTED 9-10-63

SHIPMENT PROMISED

B/L NO. 3345

CAR NO.

SHIPMENT DATE 9-11-63

INVOICE DATE 9-24-63

INVOICE NO. 30900

ITEM	PIECES	GAGE	DIAMETER	UNIT LENGTH		QUANTITY ORDERED	PRICE	AMOUNT
1	180				PW-1, HOT ROLLED STEEL GALV STAKES	180	4.80	864.00
2	50				PY-1, HOT ROLLED STEEL GALV STAKES	50	5.40	270.00
3	12				BRACKET REFLECTORS (SEE DESCRIPTION SHEET A THRU F ATTACHED.)	12	2.10	25.20
								1,159.20

PRIME - S. D. SPENCER & SON
SUB - J.C. DENTON & SONS, INC.

OSHD CONTR # 6240

GUARDRAIL & TERMINAL SECTIONS ON S.O. 60-0310
SPLICE & POST BOLTS, NUTS & WASHERS FROM SHEFFIELD
DIV. P C # 7990

ITEM 1 & 2 FS
ITEMS ORDERED F/TRAF. S.
9-6

78 - 3450^{00}

FORM 0-00100-REV. 1-1-62

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
130 E. 5th AVENUE, DENVER 3, COLORADO

CR. REF: 60-6

OUR DATE	OUR ORDER NO.	BUYERS DATE	BUYERS ORDER NO.	SHIP FROM	PRODUCT	MARKET
8/9/63	60-0310-REV.	8/5/63	CHAS. A. DENTON	MIDDLETOWN	78	

REGION	DISTRICT	SALES TERRITORY
2	6	615

SOLD TO
S. D. SPENCER & SON. CO.
4614 N. E. 77th
VANCOUVER, WASHINGTON

SHIP TO
J. C. DENTON & SONS, INC.
C/O TILLAMOOK-PORTLAND AUTO FREIGHT
FOR OSHD PROJECT, BAY CITY-GARIBALDI SECTION
OREGON COAST HIGHWAY

DESTINATION BAY CITY (TILLAMOOK COUNTY), OREGON

ROUTING
RAIL PREPAID
C/O TILAMOOK-PORTLAND AUTO FREIGHT
F. O. B. RAIL SIDING - TILLAMOOK, OREG.

TERMS
1/2 OF 1% 10 DAYS, NET 30 DAYS
PAST DUE ACCOUNTS BEAR INTEREST AT 6% PER ANNUM

SHIPMENT WANTED 9/10/63

SHIPMENT PROMISED W/O 9/9/63

B/L NO.

CAR NO. PRR-372446

SHIPMENT DATE 8-19-63

INVOICE DATE 8 30 63

INVOICE NO. 27763

DESCRIPTION

ARMCO PRE-GALVANIZED (ZINCGRIP)
FLEX-BEAM GUARDRAIL

ITEM	PIECES	GAGE	DIAMETER	UNIT LENGTH		QUANTITY ORDERED	PRICE	AMOUNT
1	488	12		25'-0"		12,200	$ 1.00	$12,200 00
2	32	12			TERMINAL SECTIONS	32 ONLY	2.50	80.00
							TOTAL	$12,280.00

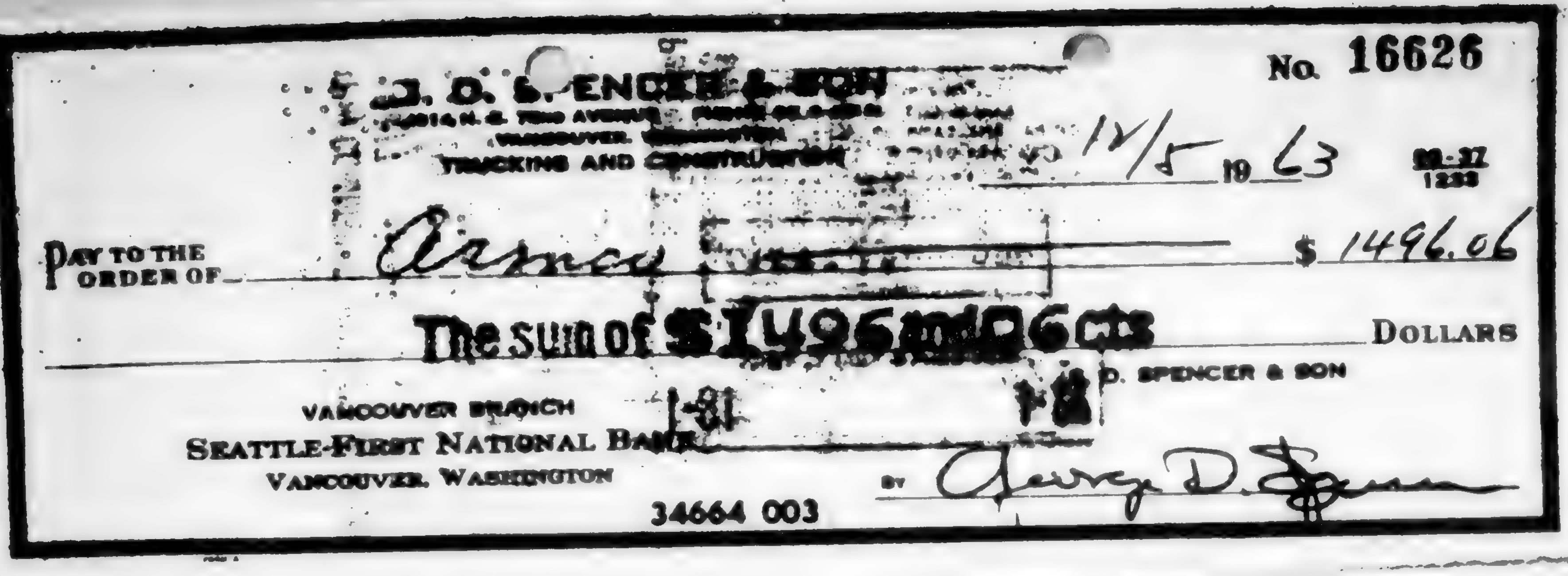
GUIDE POSTS AND BRACKET REFLECTORS WILL
SHIP FROM HILLSBORO, OREGON, PLANT

SPLICE AND POST BOLTS, NUTS & WASHERS WILL
SHIP FROM SHEFFIELD DIVISION.

PRIME CONTRACTOR
OSHD CONTRACT #o240

8/12/63 - REVISED TO CHANGE "SOLD TO" BLOCK FROM
J. C. DENTON & SONS, INC TO
S. D SPENCER & SON CO

78 = 91,110#



No. 16626

J. D. SPENCER & SON
[illegible]
VANCOUVER, WASHINGTON
TRUCKING AND CONSTRUCTION

12/5 19 63

98-37
1233

PAY TO THE ORDER OF Armco $ 1496.06

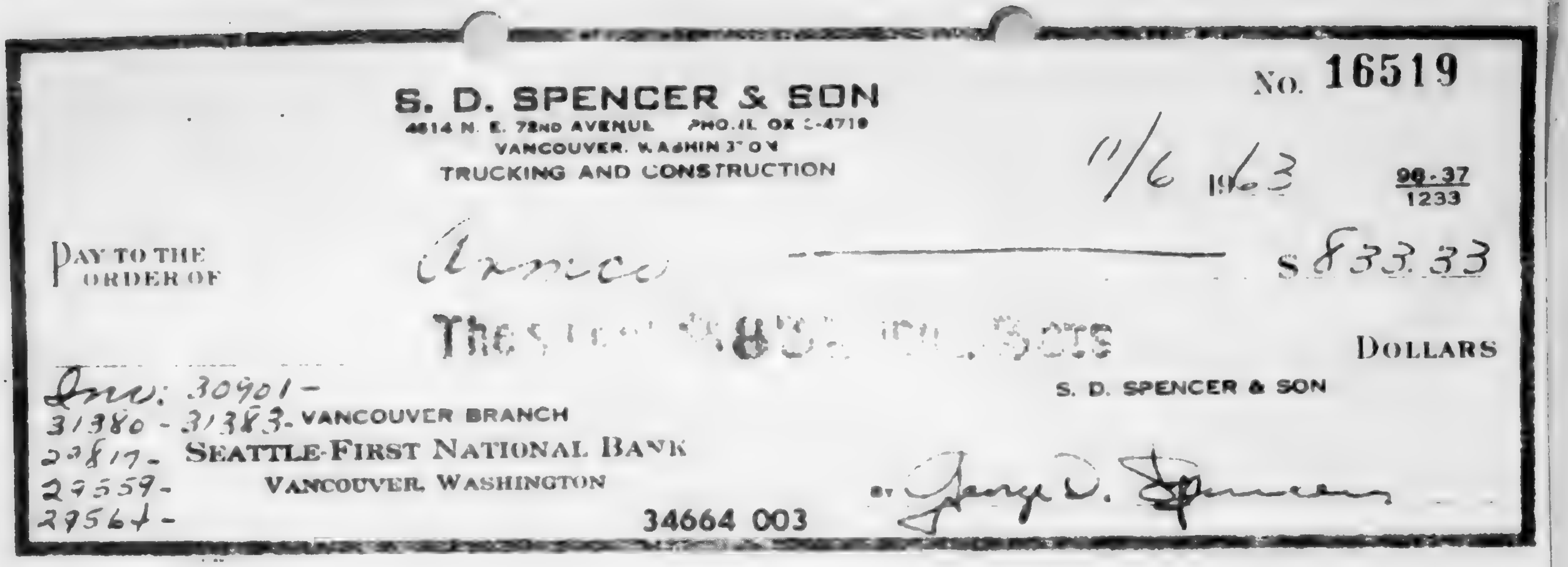
The sum of $1496 and 06 cts DOLLARS

J. D. SPENCER & SON

VANCOUVER BRANCH
SEATTLE-FIRST NATIONAL BANK
VANCOUVER, WASHINGTON

BY George D. Spencer

34664 003



No. 16519

S. D. SPENCER & SON
4614 N. E. 72ND AVENUE PHONE OX [illegible]-4719
VANCOUVER, WASHINGTON
TRUCKING AND CONSTRUCTION

11/6 1963

98-37
1233

PAY TO THE ORDER OF Armco $833.33

THE [illegible] 833 [illegible] 33 CTS DOLLARS

Inv: 30901-
31380 - 31383-
29817-
29559-
29564-

VANCOUVER BRANCH
SEATTLE-FIRST NATIONAL BANK
VANCOUVER, WASHINGTON

S. D. SPENCER & SON

BY George D. Spencer

34664 003

FORM [illegible] 1-1-63

ARMCO

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
~~[illegible]~~
130 E. 5th AVENUE – DENVER 3, COLORADO

CR. REF: 61-6

OUR DATE	OUR ORDER NO.	BUYERS DATE	BUYERS ORDER NO.	SHIP FROM	PRODUCT	MA
9-13-63	61-6005	9-13-63		HILLSBORO	20	

REGION	DISTRICT	SALES TERRITO
2	6	615

SOLD TO
S D SPENCER & SONS, CO.
4614 N E 72ND AVE
VANCOUVER, WASHINGTON

SHIP TO
WILL CALL BY REX AYERS CONST CO.-OSHD PROJ
GARABALDI-BAY CITY SEC. OREGON COAST HWY

DESTINATION
BAY CITY, TILLAMOOK CO, OREGON

DESCRIPTION
ARMCO CBS ZINCGRIP HELCOR PIPE FITTINGS &
BANDS NON PERF PLAIN GALV

ROUTING WILL CALL

F. O. B. DESTINATION

TERMS 1/2 OF 1% 10 DA NET 30 DA

PAST DUE ACCOUNTS BEAR INTEREST AT 6% PER

SHIPMENT WANTED 9-13-63

SHIPMENT PROMISED 9-13-63

B/L NO. 3779

CAR NO.

SHIPMENT DATE 9-13-63

INVOICE DATE 9-26-63

INVOICE N 313

INVOICE

ITEM	PIECES	GAGE	DIAMETER	UNIT LENGTH		QUANTITY ORDERED	PRICE	AMOUNT
1	1	16	12	3' WITH 1' LEGS, V=90°			15.58	15.58
2	2	16	12	H2-7		2	1.58	3.16
								18.74
						4% WSST		.75
								19.49

OSHD CONT 6240
PRIME – S D SPENCER & SON CO
SUB – REX AYERS CONST CO

PS
20-43

FORM [illegible]-REV. 1-1-62

[illegible]TAL PRODUCTS DIVISIO[illegible]
ARMCO STEEL CORPORATION
130 E. 5th AVENUE, DENVER 3, COLORADO

CR. REF: 61-6

OUR DATE	OUR ORDER NO.	BUYERS DATE	BUYERS ORDER NO.	SHIP FROM	PRODUCT	MARKET
6-5-63	61-4837	4-5-63		HILLSBORO	10 20 72	

REGION	DISTRICT	SALES TERRITORY
2	6	615

SOLD TO
S. D. SPENCER AND SON, CO.
4614 N. E. 72ND AVENUE
VANCOUVER, WASHINGTON

SHIP TO
REX AYERS CONSTRUCTION CO. OSHD
PROJ. GARABALDI-BAY CITY SECTION

DESTINATION
OREGON COAST HWY (TILLAMOOK CO) OREGON

DESCRIPTION
ARMCO CBS GALV ASPHALT COATED PIPE

ROUTING
ARMCO TRK-Hillsboro

F. O. B. DESTINATION

TERMS 1/2 OF 1% 10 DA NET 30 DA

PAST DUE ACCOUNTS BEAR INTEREST AT 6% PER ANNU

SHIPMENT WANTED 6-7-63 OR SOON AS

SHIPMENT PROMISED 6-17-63

B/L NO. 2535

CAR NO.

SHIPMENT DATE 6-17-63

INVOICE DATE 6-21-63

INVOICE NO. 24523

INVOICE

ITEM	PIECES	GAGE	DIAMETER	UNIT LENGTH	QUANTITY ORDERED	PRICE	AMOUNT
1	1	12	18	36' (2-18')	36' 1	4.42	159.12 4 42
2	2		18	P1-5C	2	4.42	8.84
3	1	14	24	28' (2-14')	28'	4.24	118.72
4	1		24	P1-5C	1	4.24	4.24
5	1	16	12	10'	10'	1.58	15.80
6	1		12	P1-5C	1	1.58	1.58
7	1	16	18	8'	8'	2.38	19.04
8	1		18	P1-5C	1	2.38	2.38
9	1	14	24	6'	6'	4.24	25.44
10	1		24	P1-5C	1	4.24	4.24

PRIME

10 - 2517# 20 - 2861# 72 - 446#

PAGE ONE OF TWO

OSHD INSP. REQD

PLS COMB. THIS WITH LD ALREADY FAB. AND DELIVER AS SOON AS THIS ORDER IS FABD.
HC F S
ES FS
9-12-137S (SHEAR) 17 14-80S 5-16-41S 4 [illegible]
3.7 FAB 47 2.0 DIP 8 5-14

FORM [illegible]-REV. 1-1-62

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
[redacted]
130 E. 5th AVENUE — DENVER 3, COLORADO

CR. REF. 6146

OUR DATE	OUR ORDER NO.	BUYERS DATE	BUYERS ORDER NO.	SHIP FROM	PRODUCT	MARKET
9-5-63	61-5867	9-5-63	REX AYERS	HILLSBORO	20	

REGION	DISTRICT	SALES TERRITORY
2	6	615

SOLD TO
S D SPENCER AND SONS CO
4614 N E 72ND AVE
VANCOUVER, WASHINGTON

ROUTING Hillsboro to Tillamook/Portland PPD

F. O. B. DESTINATION

SHIP TO
REX AYERS CONST CO FOR OSHD CONTR 6240
GARIBALDI BAY CITY OREGON COAST HWY

TERMS 1/2 OF 1% 10 DA NET 30 DA
PAST DUE ACCOUNTS BEAR INTEREST AT 6% PER ANNUM

DESTINATION BAY CITY, TILLAMOOK CO, OREGON

SHIPMENT WANTED 9-11-63 OR SOONER

SHIPMENT PROMISED

DESCRIPTION ARMCO CBS ZINCGRIP HELCOR PERF PIPE

B/L NO. 3645
CAR NO.
SHIPMENT DATE 9-12-63
INVOICE DATE 9-26-63
INVOICE NO. 31383

INVOICE

ITEM	PIECES	GAGE	DIAMETER	UNIT LENGTH	QUANTITY ORDERED	PRICE	AMOUNT
1	15	18	6	20'	300'	.69	207.00
2	14	18	6	H2-7	14	.69	9.66
3	4	16	8	20'	80'	1.07	85.60
4	3	16	8	H2-7	3	1.07	3.21
							305.47
					+ 5% FOR LCL SHIPMENT		15.27
							320.74

OSHD INSPECTION REQD.
PRIME-S D SPENCER
SUB-REX AYERS CONSTR CO
CONTRACT 6240

31 miles

FS
INSPECT & SAMPLE
20-1688#

FORM [illegible]—REV. 1-1-[illegible]

ARMCO

.TAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
130 E. 5th AVENUE, DENVER 3, COLORADO

CR. REF: 61-6

OUR DATE	OUR ORDER NO.	BUYERS DATE	BUYERS ORDER NO.	SHIP FROM	PRODUCT	MARKET
6-5-63	61-4837	4-5-63		HILLSBORO		

REGION	DISTRICT	SALES TERRITORY

SOLD TO S. D. SPENCER AND SON, CO.

SHIP TO

DESTINATION

ROUTING

F. O. B.

TERMS

PAST DUE ACCOUNTS BEAR INTEREST AT 6% PER ANNUM

SHIPMENT WANTED

SHIPMENT PROMISED

B/L NO.

CAR NO.

SHIPMENT DATE

INVOICE DATE 6-26-63

INVOICE NO. 24523

DESCRIPTION

ARMCO CBS ZINCGRIP HEL COR NON PERF
ASPHALT COATED

ITEM	PIECES	GAGE	DIAMETER	UNIT LENGTH	QUANTITY ORDERED	PRICE	AMOUNT
11	4	16	12	20'	80'	1.58	126.40
12	4		12	H2-12	4	1.58	6.32
ARMCO CBS ZINCGRIP HEL COR PERF PLAIN GALV							
13	9	16	12	20'	180'	1.72	309.60
14	9		12	H2-12	9	1.72	15.48
ARMCO STD END SECTION ASPHALT COATED							
15	1	16	18		1	20.32	20.32
16	1	12	36		1	85.73	85.73
							923.25

INVOICE

PAGE TWO OF TWO

ARMCO [illegible]TAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
P. O. BOX 2170 DENVER 1, COLORADO

CR. REF. 61-6

OUR DATE	OUR ORDER NO.	BUYERS DATE	BUYERS ORDER NO.	SHIP FROM	PRODUCT	MARKS
4-24-63	61-4517	4-5-63		HILLSBORO		

SOLD TO S. D. SPENCER AND SON COMPANY

SHIP TO

DESTINATION

ROUTING

F. O. B.

TERMS

PAST DUE ACCOUNTS BEAR INTEREST AT 6% PER ANNUM

SHIPMENT MARKED

SHIPMENT FORWARDED

B/L NO.

CAR NO.

SHIPMENT DATE

INVOICE DATE 6-26-63

INVOICE NO. 24524

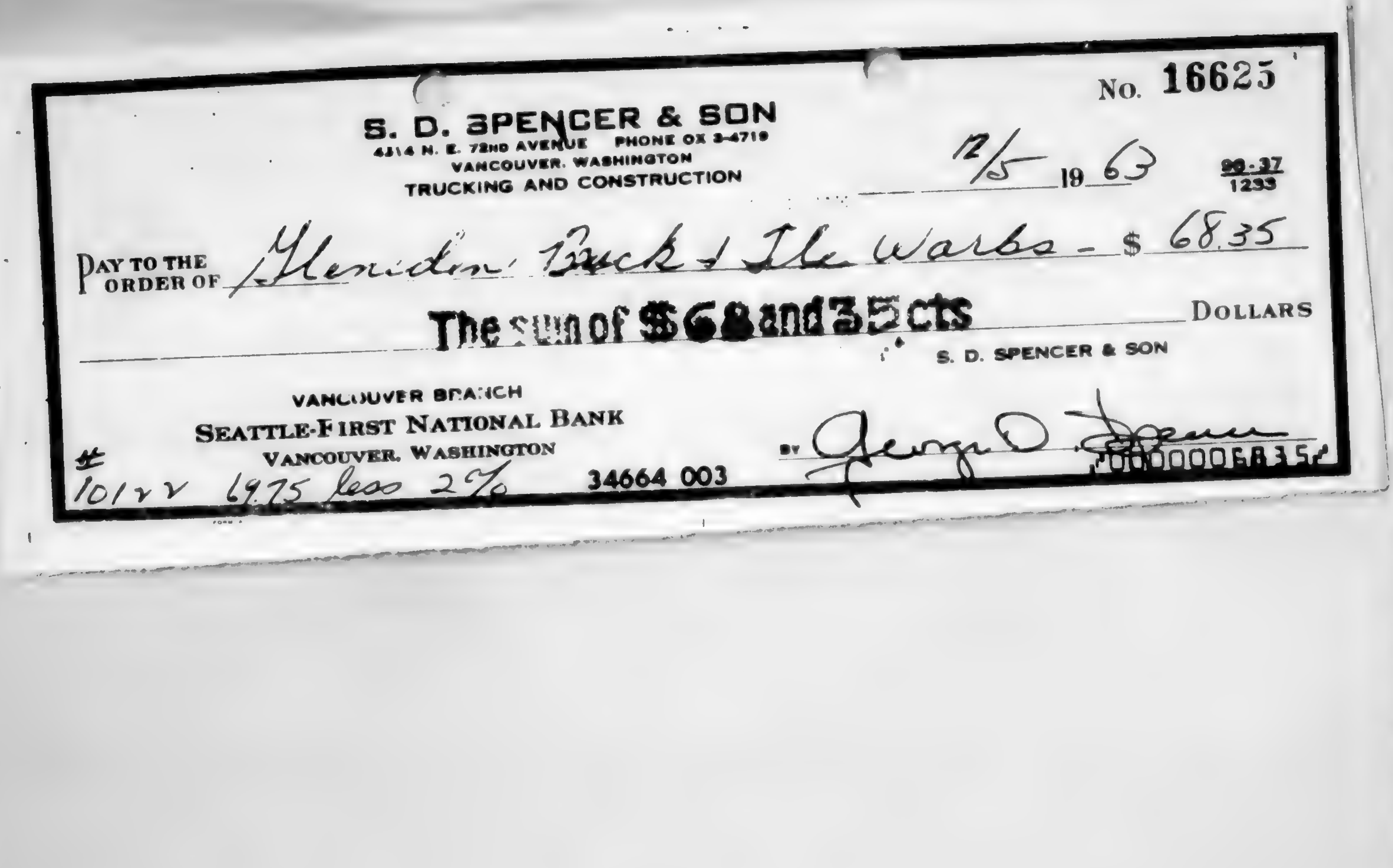
DESCRIPTION

ARMCO CBS ZINCGRIP HEL COR
NON PERFORATED ASPHALT COATED PIPE

INVOICE

ITEM	PIECES	GAGE	DIAMETER	UNIT LENGTH	QUANTITY ORDERED	PRICE	AMOUNT
9	5	16	12	20'	100'	1.58	158.00
10	4	16	12	H2-7	[illegible]	1.58	6.32
11	4	16	18	20'	80'	2.38	190.40
12	3	16	18	H2-12	3	2.38	7.14
	ARMCO CBS ZINCGRIP HEL COR PERF PLAIN GALV PIPE						
13	5	16	12	20'	100'	1.72	172.00
14	4	16	12	H2-7	4	1.72	6.88
15	10	18	6	20'	200'	.69	138.00
16	9	18	6	H2-7	9	.69	6.21
							1,483.95

PAGE TWO OF TWO



No. 16625

S. D. SPENCER & SON
4314 N. E. 72ND AVENUE PHONE OX 3-4719
VANCOUVER, WASHINGTON
TRUCKING AND CONSTRUCTION

12/5 1963

90-37
1233

PAY TO THE ORDER OF Glenden Brick & Tile Works - $ 68.35

The sum of $68 and 35 cts DOLLARS

S. D. SPENCER & SON

BY George D. Spencer

VANCOUVER BRANCH
SEATTLE-FIRST NATIONAL BANK
VANCOUVER, WASHINGTON

#
10122 69.75 less 2%

34664 003

0000006835

No. 16520

S. D. SPENCER & SON
4614 N. E. 72ND AVENUE PHONE OX 3-4719
VANCOUVER, WASHINGTON
TRUCKING AND CONSTRUCTION

11/6 19 63

98-37
1233

PAY TO THE ORDER OF Gleneden Brick + Tile Wks - $ 994.54

The [illegible] 99[illegible] cts DOLLARS

S. D. SPENCER & SON

VANCOUVER BRANCH
SEATTLE-FIRST NATIONAL BANK
VANCOUVER, WASHINGTON

$1014.84 - 2% disc.

34664 003

BY George D. Spencer

0000099454

DEPOE BAY
983-3180

GLENEDEN BRICK & TILE WORKS

ROBBI[illegible] & ROBBINS

"Build for Permanence"

10122

NCRETE CULVERT • SEWER PIPE • DRAIN TILE • HOLLOW BLDG. TILE • BRICK • CONCRETE PRODUCTS

GLENEDEN BEACH, OREGON

SOLD TO Spencer & Sons DATE 9-24 1963

ADDRESS Bay City - Garibaldi

CASH	CHARGE ✓	ON ACCT.	MDSE. RETD.	PAID OUT	INTEREST CHARGED AFTER 30 DAYS

57'	(19 pcs) 12" Con. Cul. @ 1.10	62.70
3'	(1 pc) 18" " " SR @ 2.35	7.05
12'	7/1/63	
12	8/15/63	

IN CASE OF ERROR IN THIS ORDER RETURN SLIP WITHIN 5 DAYS

RECEIVED BY

TOTAL 69[illegible]

PO

DEPOE BAY
983-3180

GLENEDEN BRICK & TILE WORKS

ROBBINS & ROBBINS

DELAKE
966-3525

"Build for Permanence"

9648

CONCRETE CULVERT • SEWER PIPE • DRAIN TILE • HOLLOW BLDG. TILE • BRICK • CONCRETE PRODUCTS

GLENEDEN BEACH, OREGON

SOLD TO Spencer & Son DATE 8-5 1963

ADDRESS Bay City - Garibaldi Job

CASH	CHARGE	ON ACCOUNT	MDSE. RETD	PAID OUT	8% INTEREST CHARGED AFTER 30 DAYS
	✓				

72'	(24 pcs) 18" Plain Culv. pipe @ 1^{84} ft	132	48
	Class C-14; Mfg. 12/1/62		
132'	(44 pcs) 12" Class III Culv. pipe @ 1^{10}	145	20
	Mfg. 4/19/63		
PO	SE OF ERROR IN THIS ORDER JRN SLIP WITHIN 5 DAYS — RE E V	TOTAL	277.68

DEPOE BAY
983-3180

GLENEDEN BRIC & TILE WORKS

ROBBINS & ROBBINS

DE E
966-3525

"Build for Permanence"

9487

CONCRETE CULVERT • SEWER PIPE • DRAIN TILE • HOLLOW BLDG. TILE • BRICK • CONCRETE PRODUCTS

GLENEDEN BEACH, OREGON

1

SOLD TO Spencer & Sons DATE 7-16 1963

ADDRESS Bay City - Garibaldi

CASH	CHARGE	ON ACCOUNT	MDSE. RETD.	PAID OUT	8% INTEREST CHARGED AFTER 30 DAYS
	✓				

9'	(3 pcs) 36" S.R. Culv. @ 6^{50} ft	58.50
	Mfg'd 7-25-62	
204'	(68 pcs) 12" Culv. pipe @ 1^{10}	224.40
	Mfg'd - 4-18-63	

IN CASE OF ERROR IN THIS ORDER RETURN SLIP WITHIN 5 DAYS.

RECEIVED BY

TOTAL 282.90

EPOE BAY
[illegible]

GLENEDEN BRICK & TILE WORKS

ROBBINS & ROBBINS

DELAKE
966-3525

"Build for Permanence"

9482

NCRETE CULVERT • SEWER PIPE • DRAIN TILE • HOLLOW BLDG. TILE • BRICK • CONCRETE PRODUCTS

GLENEDEN BEACH, OREGON

SOLD TO Spencer & Son, contr DATE 7 - 15 1963

ADDRESS Bay City - Garibaldi

CASH	[✓ CHARGE]	ON ACCOUNT	MDSE. RETD.	PAID OUT	8% INTEREST CHARGED AFTER 30 DAYS		
117'	(39 pcs) 12" Conc Culv. @ 1⁰⁰ ft.					120	70
	Mfg'd: 36 pcs 4/26/63						
	3 " 4/18/63						

R. C. [illegible]

PO CASE OF ERROR IN THIS ORDER
ETURN SLIP WITHIN 5 DAYS.

RECEIVED BY

TOTAL

[illegible] Spencer & Son

PROJECT Bay City - Garibaldi Section CONTRACT NO. OSHD #6240

PAYROLL TIME AND EXPENSES FOR WEEK ENDING November 16, 1963

	NAME OF EMPLOYEE	Mon	Tues	Wed	Thur	Fri	Sat	Total	Rate	PROGRESS REPORT Describe Work Performed
Foreman	J. C. Denton	–	4	8	8	8	–	28	4^{50}	
4th Boring M... rer.	Albert W. Denton	–	4	8	8	8	–	28	4^{23}	Installed and Assembled Guide Posts
Gen Lab	James Nylen	–	–	–	8	8	–	16	3^{10}	
" "	Sidney White	–	–	–	8	8	–	16	3^{10}	Adjusted Line & Grade on Guard Rail.
" "	Walter Cavaness	–	–	7	4	5	–	16	3^{10}	
" "	John Suor	–	–	–	8	8	–	16	3^{10}	
	Raymond Docken	–	–	–	8	8	–	16	3^{10}	[illegible]

MATERIAL RECEIVED ON JOB

Date	Description of Items	Quantity	Delivered By

CASH EXPENSES FOR WEEK	Dollars	Cents
Hotel		
Meals		
Repairs		
Supplies		
TOTALS		

SUPERVISOR A. W. Denton
Sign And Return To Office

PERIOD ENDING 11/16/63 TOTAL EMPLOYEES

		NAME	RATE	PERIOD ENDING	REG HOURS	O.T HOURS	REGULAR	O.T	TRAVEL	TOTAL	F.I.C.A.	F
Laborer	1	Walter Cavaness	3-2	11/16/63	16		310	4960	180	700		90
Laborer	2	Hiram A. Compton	3-2	11/16/63	32	2	310	10850	393	550		90-
Earth moving mach	3	Albert W Denton	3-2	11/16/63	28		423	11844	429	1190		210
Supt	4	James C Denton	3-2	11/16/63	28		450	Gross 12600	Soc-Sec- 457	Fed Tax 1820		State Tax 370
Laborer	5	Raymond L Locken	3-2	11/16/63	16		310 ~~[illegible]~~	4960	180	-		-
Blade	6	Robert France	3-2	11/16/63	32	2	445	15575	565	2330		530
Laborer		Melvin [illegible]	3-2	11/16/63	16	1	310	5425	197	520		80
Supt	8	Perry L. McDowell	3-2	11/16/63	40		[illegible]	22000	-	3590		570
Laborer	9	James Nalen	3-2	11/16/63	16		310	4960	180	660		120
Roller	10	William G. Oakes	3-2	11/16/63	16		387	6192	223	170		30
Laborer	11	John R. Saxe	3-2	11/16/63	16		310	4960	180	660		120
Laborer	12	Sidney White	3-2	11/16/63	16		310	4960	180	-		-
	13	Ammon W Bartlett	3-7	11/16/63	28		368	10304	373	1150	27	
	14	Malcolm E Berg	3-7	11/16/63	8 18		310 435 358	12140	440	1280	40	
	15	Frank Brunnett	3-7	11/16/63	6		358	2148	78	-	06	
	16	Clarence L Crawford	3-7	11/16/63	6		373	2238	81	-	06	
	17	Merle A Gehrke	3-7	11/16/63	10 14	8	445 435	15760	571	1410	48	
	18	Charlie Hutsky	3-7	11/16/63	32		435	13920	505	1320	48	
	19	Raymond Klinkosum	3-7	11/16/63	28		368	10304	373	920	42	
	20	Francis L Inman	3-7	11/16/63	6		358	2148	78	-	06	
	21	Jerry Inman	3-7	11/16/63	4		358	1432	53	30	04	
	22	Joseph C McLeod	3-7	11/16/63	28		435	12180	441	1740	42	
	23	McLean A Blackston	3-7	11/16/63	8		358	2864	104	-	08	
	24	James W Keenan	3-7	11/16/63	40		26500 ~~[illegible]~~	26500	961	3480	60	
		[illegible]		[illegible]	40		26500 ~~[illegible]~~	26500	961	3480	60	

11/16/63 TOTAL EMPLOYEES TOTAL HO

RATE	PERIOD ENDING	REG HOURS	O T HOURS	REGULAR	O.T	TRAVEL	TOTAL	F.I.C.A	F W/H	W.A.	S W/H	S. LAC.	DRAW	TOTAL DEDUCT	NET PAY	CHECK NO.	
3-2	11/16/63	16		310	4960	180	200		30	06		416	4544	-	4544	6005	1
3-2	11/16/63	32	2	310	10850	393	550		90	08		1041	9809	-	9809	6006	2
3-2	11/16/63	28		423	11844	429	1190		210	08		1837	10007	-	10007	6007	3
3-2	11/16/63	28		450	Gross 12600	Soc-Sec- 457	Fed Tax 1830		State Tax 370	Ind-Acc 08		Total Ded- 2665	net 9935	-	9935	6008	4
3-2	11/16/63	16		310 ~~[illegible]~~	4960	180	-		-	04		184	4776	-	4776	6009	5
3-2	11/16/63	32	2	445	15575	565	2330		530	08		3433	12142	-	12142	6010	6
3-2	11/16/63	16	1	310	5425	197	520		80	04		801	4624	-	4624	6011	7
3-2	11/16/63	40		22000/wk	22000	-	3590		870	10		4470	17530	-	17530	6012	8
3-2	11/16/63	16		310	4960	180	660		120	04		964	3996	-	3996	6013	9
3-2	11/16/63	16		387	6192	223	170		30	04		427	5765	-	5765	6014	10
3-2	11/16/63	16		310	4960	180	660		120	04		964	3996	-	3996	6015	11
3-2	11/16/63	16		310	4960	180	-		-	04		184	4776	-	4776	6016	12
3-7	11/16/63	28		368	10304	373	1150	27				1550	8754	-	8754	6017	13
3-7	11/16/63	[illegible] 18		310 435 358	12140	440	1280	40				1760	10380	-	10380	6018	14
3-7	11/16/63	6		358	2148	78	-	06				84	2064	-	2064	6019	15
3-7	11/16/63	6		373	2238	81	-	06				87	2151	-	2151	6020	16
3-7	11/16/63	10 14	8	445 435	15760	571	1410	48				2029	13731	400	14131	6021	17
3-7	11/16/63	32		435	13920	505	1320	48				1873	12047	400	12447	6022	18
3-7	11/16/63	28		368	10304	373	920	42				1335	8969	-	8969	6023	19
3-7	11/16/63	6		358	2148	78	-	06				84	2064	-	2064	6024	20
3-7	11/16/63	4		358	1432	53	30	04				87	1345	-	1345	6025	21
3-7	11/16/63	28		435	12180	441	1740	42				2223	9957	400	10357	6026	22
3-7	11/16/63	8		358	2864	104	-	08				112	2752	-	2752	6027	23
3-7	11/16/63	40		26500/wk	26500	961	3480	60			21999	26500	—	—	—	6028	24
3-7	11/16/63	40		26500/wk	26500	961	3480	60				4501	21999	-	21999	6028	25

INVOICE

J.H.BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS
POLES – PILING

INVOICE NO
B16243

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO 4, CALIFORNIA

3450 WILSHIRE BOULEVARD
LOS ANGELES 5, CALIFORNIA
DUnkirk 8-9591

120 MONTGOMERY STREET
SAN FRANCISCO 4, CALIFORNIA
YUkon 2-0200

541 PITTOCK BLOCK
PORTLAND 5, OREGON
CApitol 7-2574

P. O. BOX 568
RENTON, WASHINGTON
Alpine 5-2421

BILLING OFFICE: ☐

Oct. 28, 1963 X

SOLD TO
S.D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington

SHIP TO
SAME
Garibaldi - Bay City Section
near
Garibaldi, Oregon

10/23/63 OSHD-6240 P-35

Longview, Jobsite Net - 30 DARR Truck Prepaid

"BAXCO" Pressure Treated Guard Rail Posts -- 8# Creo. Petro:

263 Pcs.	8 x 8	6'4"	@$5.05 ea.	$1328.15
278 Pcs.	8 x 8	6'4"	5.05	1403.90
				$2732.05

ORDER SHIPPED COMPLETE

INVOICE

J. H. BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS
POLES – PILING

INVOICE NO.
B15859

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO 4, CALIFORNIA

3450 WILSHIRE BOULEVARD LOS ANGELES 5, CALIFORNIA DUnkirk 8-9591	120 MONTGOMERY STREET SAN FRANCISCO 4, CALIFORNIA YUkon 2-0200	541 PITTOCK BLOCK PORTLAND 5, OREGON CApitol 7-2574	P. O. BOX 568 RENTON, WASHINGTON Alpine 5-2421
BILLING OFFICE: ☐	☐	☒	☐

August 30, 1963

SOLD TO
S.D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington

SHIP TO
S.D. Spencer & Son
Garibaldi - Bay City Section
Near Garibaldi, Oregon

DATE SHIPPED	CUSTOMER ORDER NO	CONTRACT NO	JOB NO	REQUISITION NO	OUR ORDER NO
8/28/63	OSHD-6240				P-35-T

SHIPPED FROM	F.O.B.	TERMS	VIA	PREPAID OR COLLECT
The Dalles,	Plant - The Dalles, Oregon	Net - 30	Customer Truck	Collecto

"BAXCO" Pressure Treated Hemlock Lumber --- 8# Creo. Petro:

230 Pcs.	8x8	1'2"	@ 95¢ each	$ 218.50

PARTIAL SHIPMENT OF ORDER

C-949-T

S.D. Spencer & Sons

PROJECT Bay City - Garibaldi CONTRACT NO. 6240

PAYROLL TIME AND EXPENSES FOR WEEK ENDING October 26, 1963

NAME OF EMPLOYEE	HOURS WORKED Mon	Tues	Wed	Thur	Fri	Sat	Total
J.C Denton @ 4^{56}	8	4	8	0	0	—	20
A.W. Denton @ 4^{23}	8	8	8	0	0	—	24
Sidney White @ 3^{41}	8	4	8	0	0	—	20
Wm. B. Baker @ 3^{40}	8	4	8	0	0	—	20
Donald Storhaw @ 3^{10}	8	8	—	0	0	—	16

PROGRESS REPORT Describe Work Performed

Completed bolting all steel rail except from Hedkins point North

Approx 350 LF Guard Rail including posts to be installed on Garibaldi side of R R.

365^{12}

MATERIAL RECEIVED ON JOB

Date	Description of Items	Quantity	Delivered By
10/23	Paint	35 Gal.	John Waller

Painter on job waiting for good weather

CASH EXPENSES FOR WEEK	Dollars	Cents
Hotel		
Meals		
Repairs		
Supplies		
TOTALS		

SUPERVISOR A.W. Denton
Sign And Return To Office

	12	Paul T Kalkuski	2-11	10/26/63	8		358	2864	103	—
	13	Mc Leon A Mackelson	2-11	10/26/63	40		358	14320	519	1410
	14	Gordon L O'Leary	2-11	10/26/63	12		358	4296	156	—
	15	Robert C. Kahon	2-11	10/26/63	7		358	2506	91	230
	16	Gale L Simpson	2-11	10/26/63	40		368	14720	534	2660
	17	Jesse J Wilkinson	2-11	10/26/63	40		368	14720	534	1730
Laborer	18	William R Baker	3-2	10/26/63	20		310	6200	225	900
Trk driver	19	Russell L. Beard	3-2	10/26/63	8	1/2	388	3345	123	—
on ditch hauling machine	20	Albert W Denton	3-2	10/26/63	24		423	10152	368	920
Supt	21	James C. Denton	3-2	10/26/63	20		450	9000	326	1180
Trk driver	22	Robert S Evans	3-3	10/26/63	24	20	388	20452	759	2860
blade	23	Robert France	3-2	10/26/63	8	1	445	3627	131	200
laborer	24	Dale C Gammon	3-2	10/26/63	8	1/2	310	2713	98	260
laborer	25	John C Inman	3-2	10/26/63	12	1/2	310	3953	143	—
roller	26	William G. Oakes	3-2	10/26/63	8	1/2	387	3386	123	—
laborer	27	Owen H Peters	3-2	10/26/63	8	1/2	310	2713	98	—
Truck driver	28	Kenneth H Paradis	3-2	10/26/63	8 31	1	388 373	15227	552	2100
laborer	29	Ralph Rasmussen	3-2	10/26/63	8		310	2480	90	440
laborer	30	John R Sisson	3-2	10/26/63	8	1 1/2	310	3178	115	340
Trk driver	31	Harry Tyler Jr	3-2	10/26/63	8		388	3104	112	570
laborer	32	Donald Storhow	3-2	10/26/63	16		310	4960	180	660
laborer	33	Sidney White	3-2	10/26/63	20		310	6200	225	210
laborer	34	Nicholas F Zonich	3-2	10/26/63	8		310	2480	90	—
trk driver	35	Frank E Ellens	3-2	10/26/63	8	1 1/2	358	3670	133	430
Supt	36	Perry L McDowell	3-2	10/26/63	40		22000 wk	22000	797	3590
	37							271 70	112 32	369 20
	38	TOTAL								

2-11	10/26/63	8		358	2864	103	—	—	02		105	2759	100	2859	5801
2-11	10/26/63	40		358	14320	519	1410	270	10		2209	12111	500	12611	5802
2-11	10/26/63	12		358	4296	156	—	—	02		158	4138	100	4238	5803
2-11	10/26/63	7		358	2506	91	230	30	02		353	2153	100	2253	5804
2-11	10/26/63	40		368	14720	534	2660	750	10		3954	10766	500	11266	5805
2-11	10/26/63	40		368	14720	534	1730	350	10		2624	12096	500	12596	5806
3-2	10/26/63	20		310	6200	225	900	180	06		1311	4889	-	4889	5807
3-2	10/26/63	8	1/2	388	3395	123	—	—	02		125	3270	-	3270	5808
3-2	10/26/63	24		423	10152	368	920	150	06		1444	8708	-	8708	5809
3-2	10/26/63	20		450	9000	326	1180	200	06		1712	7288	-	7288	5810
3-3	10/26/63	24	20	388	20952	759	2860	670	08		4297	16655	-	16655	5811
3-2	10/26/63	8	1	445	3627	131	200	30	02		363	3264	-	3264	5812
3-2	10/26/63	8	1/2	310	2713	98	260	40	02		400	2313	-	2313	5813
3-2	10/26/63	12	1/2	310	3953	143	—	-	04		147	3806	-	3806	5814
3-2	10/26/63	8	1/2	387	3386	123	—	—	02		125	3261	-	3261	5815
3-2	10/26/63	8	1/2	310	2713	98	—	—	02		100	2613	-	2613	5816
3-2	10/26/63	8 21	1	388 373	15227	552	2100	440	08	2990	6090	9137	—	9137	5817
3-2	10/26/63	8		310	2480	90	440	70	02		602	1878	—	1878	5818
3-2	10/26/63	8	1 1/2	310	3178	115	340	50	02		507	2671	—	2671	5819
3-2	10/26/63	8		388	3104	112	570	90	02		774	2330	—	2330	5820
3-2	10/26/63	16		310	4960	180	660	120	04		964	3996	—	3996	5821
3-2	10/26/63	20		310	6200	225	210	40	06		481	5719	—	5719	5822
3-2	10/26/63	8		310	2480	90	—	—	02		92	2388	-	2388	5823
3-2	10/26/63	8	1 1/2	358	3670	133	430	70	02		635	3035	-	3035	5824
3-2	10/26/63	40		22000/wk	22000	797	3590	870	10		5267	16733	—	16733	5825
					3171^{70}	112^{32}	369^{20}	[illegible]	602	2990	592^{64}	2579^{06}	2^{00}	2641^{06}	

OFFICE
FACTORY
WEST SIDE STORE
6932 S. W. Macadam
244-7512

Rodda
PAINT COMPANY
Manufacturers

PORTLAND 19, OREGON

EAST SIDE STORE
1103 S. E. 7th Ave.
235-6675

MEDFORD STORE
1211 Court St.
772-9711

Sold to S. P. Spencer & Son
4617 N. E. 72nd
Vancouver, Washington

Invoice No. K-57297
Date Received 10/21/63
Date Shipped 10/21/63

Shipped to W/C

Back Ordered

F. O. B.		SHIPPED VIA	TERMS	CUSTOMER'S ORDER NO.
	PREPAID ☐ COLLECT ☐			

√	QUAN.	SIZE	DESCRIPTION	PRICE	AMOUNT
	80	Gals.	16/5 OSHD 320-51 No. 661058	3.50	280.00
	35	Gals.	7/5 No. 9502-03 Vinyl Wash Coat Primer	3.28	114.80
	10	Gals.	2/5 Solox	1.28	12.80
	10	Gals.	2/5 No. 250 Thinner	.55	~~5.55~~
					~~413.15~~

Contract No. 6240
Garabaldi - Tillamook on 101

Signed by: John W. Wallen

Oregon State Highway Department

Federal Aid
Project No. F-129(11)

GARIBALDI-BAY CITY SECTION OF THE
OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Revised project agreement estimate. Based on low bid prices. Revised to eliminate work retained in P.S.&E. status. Notas a basis for modification of agreement.)

Salem, Oregon, March 6, 1964

Type Code 6203
Roadway (Sta. 145+66.61 to Sta. 284+91.70)(Contract 6240)

Clearing and Grubbing	All	Required (90%)		$ 22,500.00
Felling Danger Trees	100	sq.ft.	$ 7.00	700.00
Drainage Excavation, Unclassified	666	cu.yd.	4.00	2,664.00
General Excavation, Unclassified	26,900	cu.yd.	0.83	22,327.00
Short Overhaul	117,000	yd.sta.	0.02	2,340.00
Long Overhaul	3,460	C-yd.staa.	0.40	1,384.00
Finishing Roadbed and Slopes	0.93	miles	1,000.00	930.00
18-inch Concrete Pipe	44	lin.ft.	7.50	330.00
36-inch Concrete Pipe	20	lin.ft.	20.00	400.00
12-inch Culvert Pipe	900	lin.ft.	3.00	2,700.00
8-inch Corrugated Metal Pipe	100	lin.ft.	4.00	400.00
12-inch Corrugated Metal Pipe	190	lin.ft.	4.50	855.00
18-inch Corrugated Metal Pipe	120	lin.ft.	5.00	600.00
24-inch Corrugated Metal Pipe	80	lin.ft.	15.00	1,200.00
18-inch Corrugated Steel Pipe	11	lin.ft.	10.00	110.00
18-inch Corrugated Steel Pipe, 12 gage, Under Railroad	40	lin.ft.	35.00	1,400.00
24-inch Corrugated Steel Pipe, 12 gage, Under Railroad	36	lin.ft.	37.50	1,350.00
8-inch Sewer Pipe	100	lin.ft.	2.75	275.00
12-inch Sewer Pipe	260	lin.ft.	3.50	910.00
18-inch Sewer Pipe	210	lin.ft.	5.00	1,050.00
6-inch Perforated Metal Drain Pipe	350	lin.ft.	2.50	875.00
8-inch Perforated Metal Drain Pipe	110	lin.ft.	3.00	330.00
12-inch Perforated Metal Drain Pipe	180	lin.ft.	3.75	675.00
Special Backfill in Drains	80	cu.yd.	7.50	600.00
18-inch Culvert End Sections	1	only	40.00	40.00
36-inch Culvert End Sections	1	only	145.00	145.00
Corrugated Steel Catch Inlets	7	only	150.00	1,050.00
Concrete Inlets, Type "G"	6	only	110.00	660.00
Concrete Inlets, Type "D"	1	only	150.00	150.00
Concrete Manholes	1	only	750.00	750.00
Concrete Curbs	48	cu.yd.	60.00	2 880.00
Metal Guard Rail	8,600	lin.ft.	2.60	22,360.00
Rail End Pieces	28	only	5.00	140.00
Guide Posts, PW-1	124	only	7.25	899.00
Guide Posts, PY-1	50	only	8.00	400.00

Bracket Reflectors	2	only	$ 3.50	$ 7.00
Stone Blanket	270	cu.yd.	2.50	675.00
Loose Riprap	6,400	cu.yd.	4.00	25,600.00
Coarse Crushed Material in Base	77,500	tons	2.20	170,500.00
3/4"-0 Material in Base	10,000	tons	2.45	24,500.00
Sprinkling	1,790	M-gal.	2.20	3,938.00
SS-1 Asphalt in Sprinkling	9,470	gal.	0.30	2,841.00
Preparation of Base	267	miles	300.00	801.00
3/4"-0 Material in Binder Course	380	cu.yd.	5.00	1,900.00
RC-250 Asphalt	58	tons	48.00	2,784.00
Class "B" Asphaltic Concrete	13,000	tons	7.50	97,500.00
Extra for Paving Approaches	21	only	30.00	630.00
Asphaltic Concrete Curbs	3,000	lin.ft.	1.00	3,000.00
Guard Rail Blocks	250	only	1.65	412.50
				$431,467.50

Flagging (57½% of Contractor's Cost)	All Required	$ 2,250.00
Seeding and Mulching	All Required	520.00
Signing (Temporary)	All Required	300.00
		$ 3,070.00

Utilities

Work by Bay City (Water Adj.)	All Required	$ 5,681.10
	Subtotal	$440,218.60
	10% Engr. & Cont.	40,021.40
	Total	$480,240.00

Length of Roadway - - - - - - - - - - - -2.603 miles
Length of 1 Structure - - - - - - - - - -0.034 miles
Total Length- - - - - - - - - - - - - - -2.637 miles
Cost of Roadway per Mile- - - - - - - -$184,494.81

Federal Funds -	$302,000.00
State Funds -	178,240.00
	$480,240.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

GARIBALDI-BAY CITY SECTION

Project No. F-129(11)

Estimated Cost of Work by the City of Bay City:

Labor	$ 1,572.00
Material	620.00
Equipment	3,489.10
	$ 5,681.10

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JAN 20 1964

FOR FILING

[illegible]

624

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1964

SUBJECT: Contractor's Claim
Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 6240

To:

Mr. R. D. Asburry
Division Engineer
State Highway Department
Salem, Oregon

We have examined the claim of Page Paving for extra compensation for the paving of the curb outlets on this project. This claim was the subject of an exchange of memos between yourself and Mr. Bond at Tillamook.

Due to the fact that the outlet paving is fully detailed on the project plans and that no specific bid item is listed for this work, we have concluded that this can only mean that it was the intention of the specifications writer that this paving was to be a part of the work to be done under the paving bid item and that no extra or additional payment would be made for this work. This contention is supported by the same conditions on The Dalles-Fifteenmile Creek project in Wasco County where an 0-11 oil mat is to be used as outlet surfacing.

The Bureau of Public Roads concurs in this opinion. We therefore must deny the claim as presented. Please so inform the contractor.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp
cc Lloyd Shaw

NOTED
LLOYD P. SHAW

OREGON STATE HIGHWAY DEPARTMENT

TO: Mr. Asburry

FROM: J.A. Bond

SUBJECT: Garibaldi- Bay City Contr. 6240
Claim for paving curb outlets

DATE: 1/8/64

Herewith a letter from S.D. Spencer & Son presenting a claim on behalf of their paving contractor for paving the 4 curb outlets or aprons at sta. 210 + 50 and 213 + 50. This is for a total amount of $141.15.

You will recall this was considered at the time the paving was being done. We tried to get approval of an extra work order but it was turned down by the B.P.R. See the attached copy of a memorandum I wrote at the time. Sheet 2A of the plans does show a plan of the outlet and they are noted on sheet 6 of the plans. However, the special provisions for the A.C. curbs (pg. 39) does not in any way refer to the outlets as such and does not say that they are included in the curb item. The question therefor is whether they are part of the curb by being indicated on the plans.

As far as the amount of the claim is concerned I believe it is fair and does correctly account for the time the contractor spent on this. The price of 7.50 per ton for the mix may appear high but since there is nothing extra shown for the truck which was tied up on this , the mix price is apparently intended to be on a delivered basis and is reasonable.

I recommend that the claim be paid. [illegible] Please advise if it is approved by higher authority and I will submit an extra work order to cover.

John A. Bond
(SIGNATURE) Res. Engr.

PLEASE REPLY HERE

After reviewing the circumstances regarding these paved aprons, I concur with your recommendation that some payment should be made for them. As the work in paving them so closely resembles a road approach, I would recommend that they be paid for as such on the contract prices. As they are not road approaches, it would necessitate a Price Agreement covering same.

If you will prepare a Price Agreement for these four aprons at the unit price of the item "Extra for Paving Approaches", with the understanding that the asphaltic concrete will be paid for at bid price, I will approve same and submit on to higher authority for their consideration.

CONSTRUCTION DIVISION
RECEIVED
JAN 10

D

Baker

CC: Mr. G. L. Decker

R. D. Asbury
(SIGNATURE)

January 9, 1964
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

Garibaldi- Bay City

Memorandum
10/17/63

I called Div. office at 8 A.M. re extra payment for paving curb outlets. George Ledford (Page paving Supt.) told me yesterday he felt they were intitled to extra payment for them (4) & wanted $35 apiece - plus the mix.

I called Div. Office back at 1:30 P.M. for the answer and was advised that the B.P.R. would not approve such a price agreement - that this was part of the curb item since it was on the plans.

I so advised Ledford and he indicated they may make a claim for it.

These were graded out today by hand - and the N.E. one was paved. This required 3 laborers from about 10 A.M. to a little after noon, ± .

John A. Bond
Res. Engr.

S. D. SPENCER & SON
Construction, Trucking and Equipment Rental
4614 N. E. 72nd Avenue ● Phone OXford 3-4719
VANCOUVER, WASHINGTON

January 6, 1964

Oregon State Highway Commission
Mr. John Bond, Resident Engineer
P. O. Box 169
Tillamook, Oregon

Re: Contract [illegible]
Garibaldi-Bay City
Attached request for
payment on extra work;
Paved waterways:

Dear Sir,

I am submitting herewith on behalf of our sub-contractor, Page Paving Company, a billing for extra compensation involved in paved waterways.

This claim is made under Section 9, 1.9.6, Claims For Extra Compensation of the General Provisions.

Very truly yours,
S. D. SPENCER & SON

George D. Spencer
George D. Spencer,
Partner

cc: Page Paving Company

Enc.

GDS:wf

JAN - [illegible] 1964

PAGE PAVING CO.
GENERAL HIGHWAY CONSTRUCTION

MAILING ADDRESS
P. O. BOX 2206 - SALEM, OREGON
PHONE 585-2686

DATE Nov 25, 1963 PURCHASE ORDER

SOLD TO S. D. Spencer & Son

ADDRESS

JOB LOCATION C#6240 Tillamook

QUANTITY	DESCRIPTION	PRICE	AMOUNT	
Claim for Paved Waterways				
10/17/63	Laborer 3½ hrs @	3^{10}	10	85
″	Laborer 3½ ″	3^{10}	10	85
″	Raker 3½ ″	3^{40}	11	90
10/25/63	Laborer 4 ″	3^{10}	12	40
″	Laborer 4 ″	3^{10}	12	40
″	Raker 4 ″	3^{40}	13	60
″	Raker 4 ″	3^{40}	13	60
			85	60
	P/R charges 15%		12	84
	H.W. & Pension 26½ hrs	.20	5	30
			103	74
	Overhead & Profit 15%		15	56
	Hand roller rental 4 hrs	1^{00}	4	00
	2 tons AC Mix	7^{50}	15	00
	Overhead & Profit $19.00 × 15%		2	85
			141	15

PLEASE RETAIN THIS INVOICE TO COMPARE WITH MONTHLY STATEMENT
ALL BILLS DUE AND PAYABLE ON THE TENTH DAY OF MONTH FOLLOWING PURCHASE

THANK YOU.

CUSTOMER'S COPY

№ 483

RECEIVED
DEC 12 1963

FOR FILING

6240

December 11, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7, covering the placing of pit run rock on the bay side of waste area along the southerly side of "C" line on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 6240 in connection with Federal-Aid Project No. F-129(11).

This work is necessary to prevent silting of the adjacent oyster beds. This work was requested by the Port Commission and the Corps of Engineers as a requirement for the use of this area for a disposal area. Due to adverse weather which increased the cost of this work, the contractor refused to acknowledge the Price Agreement.

This Extra Work Order cancels Price Agreement No. 4 which was approved by the BPR August 30, 1963 for this work.

This work was verbally recommended for approval by the BPR Area Engineer for the original amount of $1,300. Your approval of this order as of August 30, 1963 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
DEC 10 1963

FORM E-90 BOM 2-63 49607

F-124(11)

[illegible]

29-1078

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1963

SUBJECT: Rock Slope Protection of Disposal Area in Bay City
Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 6240

To:

Mr. R. L. Porter
Deputy State Highway Engineer
Department

Attached please find copy of a letter from the Resident Engineer on the subject project to T. W. Ragsdale, Chief, Operations Division, U. S. Army Engineer District, Portland, advising Mr. Ragsdale that the protective work has been completed on our disposal area in Bay City. Also, Mr. Hayes, who has been complaining regarding this matter, has been contacted as noted in the footnote on the above-mentioned letter.

This should close the file on this matter unless you would care to contact Mr. Ragsdale yourself and invite him to inspect the work if he so desires.

For R. D. Asburry
Division Engineer

RDA:AM
cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. F. D. Morgan

RECEIVED
DEC 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 530—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT
~~INTERDEPARTMENTAL CORRESPONDENCE~~
Tillamook

December 2, 1963

SUBJECT:

Garibaldi- Bay City
Contract No. 6240
Your file: NPPOP-NA- 1.4
1507-29 (Tillamook Bay-Fill)3

To:

T.W. Ragsdale, Chief
Operations Div.
U.S. Army Engineer District, Portland

This is to advise that the work covered by the subject permit was completed on November 26. The entire Bay side of the waste area was covered with pit rock in accordance with the approved plan.

We thank you for your cooperation in this matter.

John A. Bond
Resident Engineer

cc: Div. Engr. Asburry (2)

I also talked to Mr. Sam Hays on Nov. 26 at his place of business near the waste area. He would give no opinion as to the adequacy of the rock we placed but I explained to him that it was the only available rock within a reasonable haul distance. We cleaned up all the larger rock left at the Miami quarry and hauled the last day from the County quarry at Garibaldi. A total of 1,266 cu. yd. was hauled - some of this - about 300 yd. went on access.

Mr. Hays is opposed to the new highway in general and finds fault with other aspects of it, entirely un-related to this waste area.

4 pictures of the area are enclosed (1 taken before rock was placed & 3 taken afterward).

J. Bond

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DEC 6 - 1963

FOR FILING

F 129(1)

[illegible]

GARIBALDI-BAY CITY SECTION

OREGON COAST HIGHWAY

TILLAMOOK COUNTY

Contract	Length	Awarded	Completed	Cost
Grading & Structure	2.7	Sept. 15, 1961	June 21, 1963	$ 900,000
Paving	2.7)	March 14, 1963	95% Complete	669,000
Grade & Pave Connection	.7)			
Rights of Way				17,000
		Total Contracts		$1,586,000

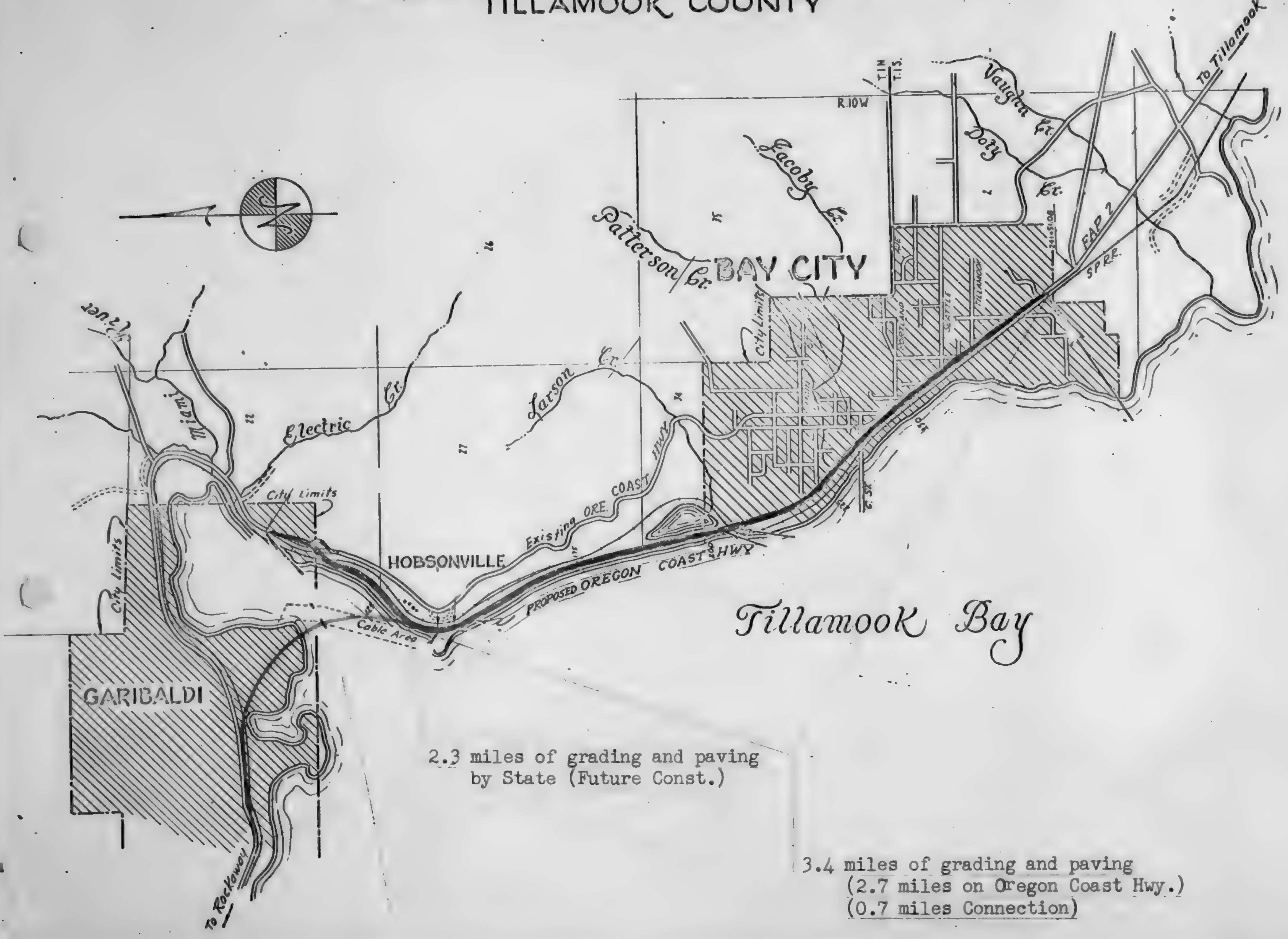
To Complete:

Garibaldi-Hobsonville, 2.3 mi. bridge, grade and pave., est. cost: $2,500,000

December 3, 1963

NOTED
FORREST COOPER

GARIBALDI - BAY CITY SECTION
OREGON COAST HIGHWAY
TILLAMOOK COUNTY



2.3 miles of grading and paving
by State (Future Const.)

3.4 miles of grading and paving
(2.7 miles on Oregon Coast Hwy.)
(0.7 miles Connection)

RECEIVED
DEC 4 - 1963

FOR FILING

Salem, Oregon
December 3, 1963

Increase in Project Authorization

Mr. John A. Bond
Resident Highway Engineer
PO Box 169
Tillamook, Oregon 97141

This is to advise you that at its meeting of November 22, 1963 the Highway Commission approved an increase of $35,325 in project authorization on Contract No. 6240, Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County.

The new authorization for construction is $656,915.06. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

DBP:cr

cc: R. D. Asberry

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DEC 3 - 1963
FOR FILING

F-129 (11)

6-40

December 2, 1963

Mr. T. W. Ragsdale
Chief, Operations Division
U. S. Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Dear Mr. Ragsdale:

Your File: NPPOP-NA-1.4
1507-29(Tillamook Bay-Fill)-3

The placement of a rock blanket on the Bay City-Garibaldi Section was completed on November 26, 1963.

This information is in line with your request of November 15 to be notified upon completion of the work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. R. D. Asburry

RECEIVED
NOV 27 1963
FOR FILING

6240

November 26, 1963

Mr. T. W. Ragsdale
Chief, Operations Division
Corps of Engineers
428 Pittock Block
Portland 5, Oregon

Dear Mr. Ragsdale:

I have been informed by our Division Engineer that work was started on the morning of November 21 in placing a rock face on the bay side of the waste material we placed in Tillamook Bay just southerly of "C" Street in Bay City. This work should continue to its completion.

We are sorry that such a controversy arose because of the delay of this work. For economical reasons we were waiting in hopes we would get a few days of good weather, thereby making it possible to haul across the waster material without constructing a rock road. This good weather never arrived, and we are proceeding with this work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
B. L. Porter
R. D. Asburry
F. D. Morgan

RDA:am: ajw

29-1078

FORM E-30 50M 2-63 49607

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1963

SUBJECT: Assignment No. LPS-206
Disposal Area - Tillamook Bay
Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 6240

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Department

Please be informed that work was started this morning on the placing of rock slope protection on the bay side of the disposal area where unsuitable material from the subject section was wasted in Tillamook Bay just south of "C" Street in Bay City.

It had been planned ever since we got the permit from the Corps of Engineers to face this material with rock but were waiting to see if we could not get some better weather in which to do this work, as the wasted material was so softened by the rain that it would cost more to construct a road across the spoil area to reach the face of the material when it was saturated. Said road would have to be built out of imported rock.

Attached is a rough draft of a letter to the Corps of Engineers regarding this matter.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

NOTED
LLOYD P. SHAW

RECEIVED
NOV 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
LLOYD P. SHAW

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPOP-NA-1.4
1507-29(Tillamook Bay-Fill)-3

15 November 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. R. L. Porter
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Porter:

Your attention is invited to the inclosed copy of a letter from Mr. Sam Hayes, Bay City, Oregon.

Mr. Hayes visited my office on 18 October 1963 complaining that shoaling in the immediate vicinity would result if the fill was not protected with a rock blanket.

Telephone conversations with your office indicated it was planned to place the rock as soon as the weather would permit.

In a conversation between your Mr. R. D. Asburry and Mr. A. D. Cover of this office near the site of the work on 14 November 1963, Mr. Asburry thought they could complete the revetment of the fill upon completion of the present contract.

Please notify this office upon completion of the work.

Very truly yours,

NOTED
R. D. ASBURRY

T. W. Ragsdale
T. W. RAGSDALE
Chief, Operations Division

Incl
Cpy of ltr

RECEIVED
NOV 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

SAM HAYES, PRESIDENT
VERNE HAYES, VICE PRESIDENT

PHONE DR 7-2210

MRS. J. S. HAYES, SEC.-TREAS.

HAYES OYSTER CO.

Port Dock

BAY, CITY OREGON

[illegible]

U. S. Army Engineers
Pittock Block
Portland, Oregon

Attention: Mr. Owens

Subject: Dirt dumped South of C Street in Tillamook Bay.

Dear Sir:

It has been quite sometime since I was in your office. Oct. 11, 1962. I believe it was October 18th that I called and apprised you of the rumor that the State Highway Commission was waiting impatiently for the Contractor to leave here so that they could pass the buck and leave this pile of mud in a cloud of confusion. By the time it was determined who was responsible in the matter, the winter storms would have distributed it into our channels and then they can turn their backs on a perfect crime committed on the helpless tax payer.

This is the third major storm we have had this season and it appears that the Highway Commission is well on the way to being successful.

When I first remonstrated to the Highway Commission for silting what is now in our channels, their resident Engineer assured me that the Contractor was a very reliable man. He might as well have told me that Sister Mary was a very saintly woman, it would have done as much good.

I am asking you as the proper agent of the U. S. Government to force, if necessary, these people to right this wrong.

Thank you very much.

Yours truly,

Sam HAYES

cc: Port of Bay City

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NOV 15 1963

FOR FILING

F-[illegible]

6240

November 14, 1963

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization is expected on the Garibaldi-Bay City paving project on the Oregon Coast Highway in Tillamook County. This project, Contract No. 6240, is under contract to S. D. Spencer & Son of Vancouver, Washington.

The original project authorization was $621,590.06. The present estimate of cost is $656,917.73, indicating an overrun of $35,327.67 or 5.7 per cent.

The main reasons for the overrun are:

1. The soft, wet material native to the area required that a large amount of underdrain pipe be installed and numerous soft spots in the subgrade had to be excavated and replaced with firm material. Both these operations were more extensive than had been originally anticipated.

2. Wave action on the fills in Tillamook Bay required an increased amount of rock protection because the wave action was more severe in the bay than had been originally expected.

3. The coarse base material overran because of the use of heavier rock than had been figured into the original computations, and because of use and subsequent partial loss of rock on the detours and temporary connections.

4. The total amount of guardrail needed along the fills in the bay area was underestimated. For protection of traffic, this bid item was overrun.

Approval of an increase of $35,325 in the project authorization is recommended. This matter will be presented to you at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm bbc

FORM E-90 50M 3-63 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1963

SUBJECT: Overrun of Project Authorization
Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 6240

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a report on the expected overrun of the project authorization on this paving project, which is under contract to S. D. Spencer & Son of Vancouver, Washington.

The original project authorization was $621,590.06. The present estimate of cost is $656,917.73, indicating an overrun of $35,327.67 or 5.7%. The major reasons for the overrun are:

(1) Very wet unstable material encountered in the subgrade required a large overrun in perforated pipe and drainage excavation. This same condition required the excavation of numerous soft spots and the importation of selected material for backfill. Total cost of the additional drainage, the excavation and the backfill is in excess of $25,000.

(2) Wave action on the constructed fills, both highway roadbed and waste areas, required an increase in the amount of rock blanket needed. The wave action in the bay area was more severe than had been anticipated.

(3) The coarse base material was placed in areas where traffic was going through or across the job, and some material was lost in these areas. Also, there was some loss of material due to placement on soft subgrade, which, in effect, made a heavier lift of base material -- and, the rock used was 8% heavier than the original computations indicated. All these reasons caused an overrun of some $23,000 in the cost of base material.

(4) The net total for guardrail in the bid item was 3000 lin ft. less than the sum of the amounts shown on the plans. The reason for this difference is not known. This caused an additional cost of over $8,000.

All the reasons listed above are beyond the control of both the engineer and the contractor. This has also been discussed with Mr. Hossner of the Bureau of Public Roads, but formal approval of the increased cost is not required until the revised estimate is submitted to them by the Office Engineer.

It is recommended that the project authorization be increased by $35,325. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachment

cc: L. H. Young

RECEIVED
NOV 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

29-1078

FORM E-30X 50M 3-63 49608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1963

SUBJECT:
Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 6240

To:
Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. G. L. Decker

We have carefully analyzed the costs on the subject project, which indicates to us that the subject project is going to overrun the authorization approximately 5.7 per cent. This job is nearing completion where the costs can be quite accurately ascertained. As the limiting amount of overrun on this project without asking for additional authorization is 5 per cent, we are forced to advise you of this situation and ask for additional authorization to complete this project.

Attached is a "Report on Expected Overrun of Project Authorization" covering the above-mentioned overrun.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

[illegible] 1963

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NOV 5 1963

FOR FILING

November 5, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering removal of small slides on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 6240 in connection with Federal-Aid Project No. F-129(11).

This work is necessary to remove dirt that has washed onto walks; also to provide drainage under walks to keep the dirt and mud off.

This work was verbally recommended for approval by the BPR Area Engineer October 28, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
OCT 28 1963
FOR FILING

[illegible]

6240

October 24, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 - Supplemental, covering correction of soft spots in subgrade on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 6240, in connection with Federal-Aid Project No. F-129(11).

This supplemental order is to cover overrun of correcting soft spots in the subgrade. The original order was approved by the Bureau of Public Roads July 3, 1963.

This supplemental order was verbally recommended for approval by the BPR Area Engineer October 21, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosure

DBP:ia

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OCT 22 1963

FOR FILING

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1140

Salem, Oregon
October 18, 1963

Mr. R. D. Asburry
Division Engineer

BUILDING

Mr. Cover of the U. S. Corps of Engineers, Portland District, called me on this date. He stated that they have received a vigorous complaint from a Mr. Sam Hays who raises oysters at Bay City. Mr. Hays states that our fills are not riprapped and that he is afraid they will wash into the Bay and destroy his oyster operation.

Please have someone call on the gentleman, explain the situation to him, and try to quiet his fears.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Lloyd P. Shaw

RECEIVED
OCT 9 1963

FOR FILING

6240

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPOP-NA-1.4
1507-29(Tillamook Bay-Fill)-3.

7 October 1963

REFERRED TO
Forrest Cooper
BY SECRETARY

Oregon State Highway Department
Salem 10, Oregon

Gentlemen:

The attached instrument authorizes the work only in accordance with the approved plans shown on the print attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

Attention is invited to condition (i) of the instrument, which requires that this office be notified in writing concerning commencement, suspension, resumption, and completion of the work. If it does not conform substantially with the approved plan, the work will be unlawful. It is important, therefore, that the notices be received promptly in this office in order that inspections may be made at appropriate times.

Very truly yours,

T. W. Ragsdale
T. W. RAGSDALE
Chief, Operations Division

1 Incl
Permit dtd 7 October 1963

NPP FL 84
Apr 60

RECEIVED
OCT 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

LLOYD P. S

RECEIVED
OCT - 8 196
OREGON
STATE HIGHWAY COMMISSION

Margo
Young + original
Ekberry
10-9-63

DEPARTMENT OF THE ARMY

NPPOP-NA-1.4 1507-29(Tillamook Bay-Fill)-3.

NOTE.—It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining *State assent* to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See *Cummings* v. *Chicago*, 188 U. S., 410.)

16—18168-6

PERMIT

Portland District, Corps of Engineers.
628 Pittock Block, Portland 5, Oregon.
7 October, 1963

Oregon State Highway Department
Salem 10, Oregon

Gentlemen:

Referring to written request dated 4 October 1963,

I have to inform you that, upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army,

to construct a fill,
(Here describe the proposed structure or work.)

in Tillamook Bay,
(Here to be named the river, harbor, or waterway concerned.)

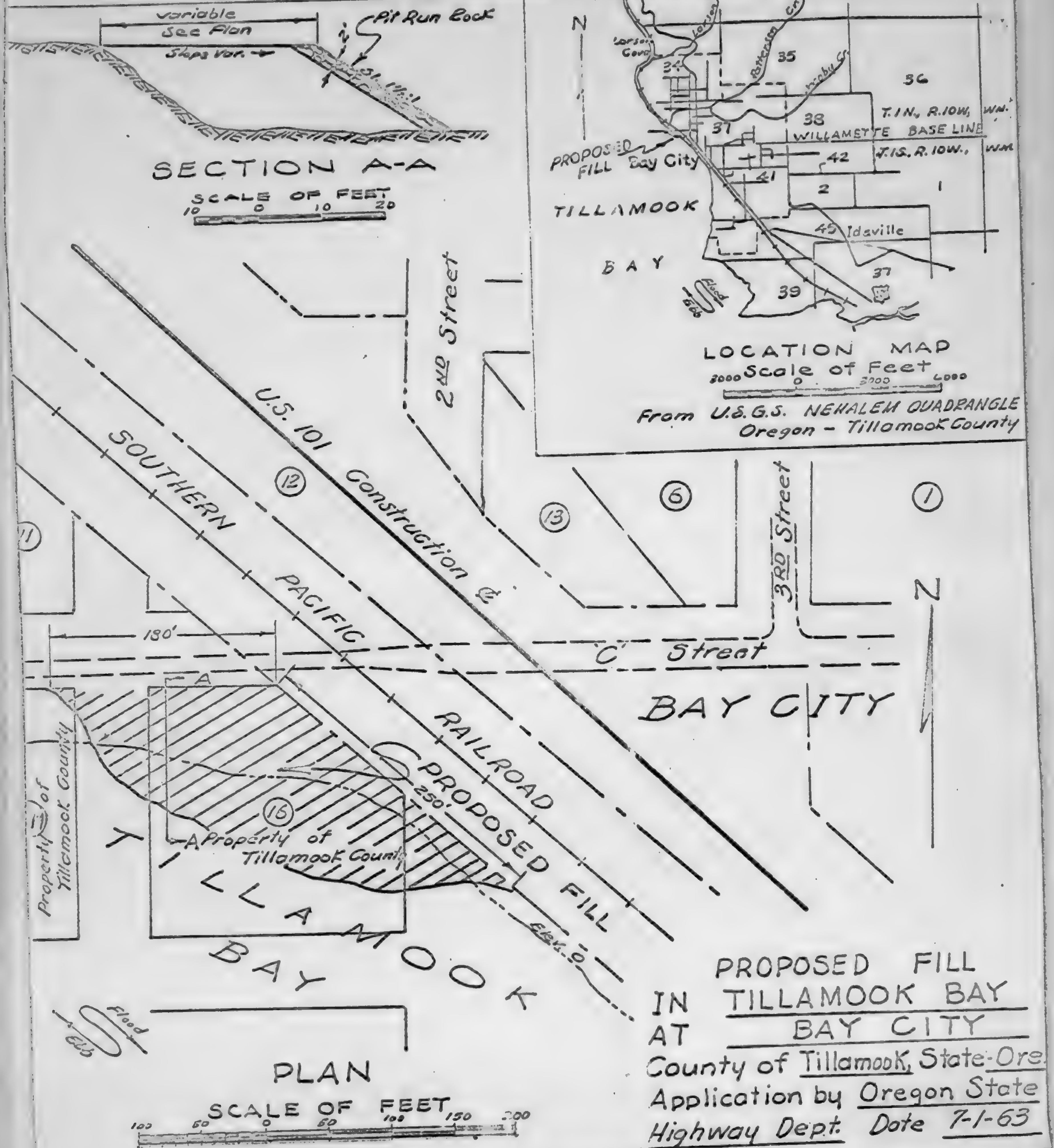
at Bay City, Oregon,
(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans shown on the drawing attached hereto marked:
(Or drawings; give file number or other definite identification marks.)

"1507-29(Tillamook Bay-Fill)-3/1",

subject to the following conditions:

1507-29(Tillamook Bay-Fill)-3.



SECTION A-A

LOCATION MAP

PLAN

PROPOSED FILL
IN TILLAMOOK BAY
AT BAY CITY
County of Tillamook, State Ore.
Application by Oregon State Highway Dept. Date 7-1-63

(*a*) That the work shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the locality, who may temporarily suspend the work at any time, if in his judgment the interests of navigation so require.

(*b*) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization, either in the waterway or on shore above high-water mark, shall be deposited or dumped at the locality shown on the drawing hereto attached, and, if so prescribed thereon, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material in the waterway. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, New York City.

(*c*) That there shall be no unreasonable interference with navigation by the work herein authorized.

(*d*) That if inspections or any other operations by the United States are necessary in the interest of navigation, all expenses connected therewith shall be borne by the permittee.

(*e*) That no attempt shall be made by the permittee or the owner to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure.

(*f*) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army, it shall cause unreasonable obstruction to the free navigation of said water, the owner will be required upon due notice from the Secretary of the Army, to remove or alter the structural work or obstructions caused thereby without expense to the United States, so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the owners shall, without expense to the United States, and to such extent and in such time and manner as the Secretary of the Army may require, remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(*g*) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(*h*) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the U. S. Coast Guard, shall be installed and maintained by and at the expense of the owner.

(*i*) That the permittee shall notify the said district engineer at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(*j*) That if the structure or work herein authorized is not completed on or before the 31st day of December, 1966, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of the Army:

STERLING K. EISIMINGER
Colonel, Corps of Engineers
District Engineer

T. W. Ragsdale
BY T. W. RAGSDALE
Chief, Operations Division

ENG FORM 1 SEP 48 1721 (Civil) This form supersedes ED Form 96, dated 1 Apr 48, which may be used until exhausted.
EM 1145-2-303

U. S. GOVERNMENT PRINTING OFFICE 16—13168-5

CEIVED
OCT. 7 1963

FOR FILING

[illegible]

6240

October 4, 1963

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 3, Oregon

Attention Mr. T. W. Ragsdale
Chief of Operations Division

Dear Sir:

Re: Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County
Contract No. 6240

A previous request for a Navigation Permit was submitted to your office on September 10, 1963, by our Division Engineer R. D. Asburry. The required sketch maps showing the details for a permit were omitted.

Attached is a transparency and four prints of a map showing the pertinent details regarding this project.

Your consideration of this matter and issuance of a permit for this work will be appreciated.

Very truly yours,

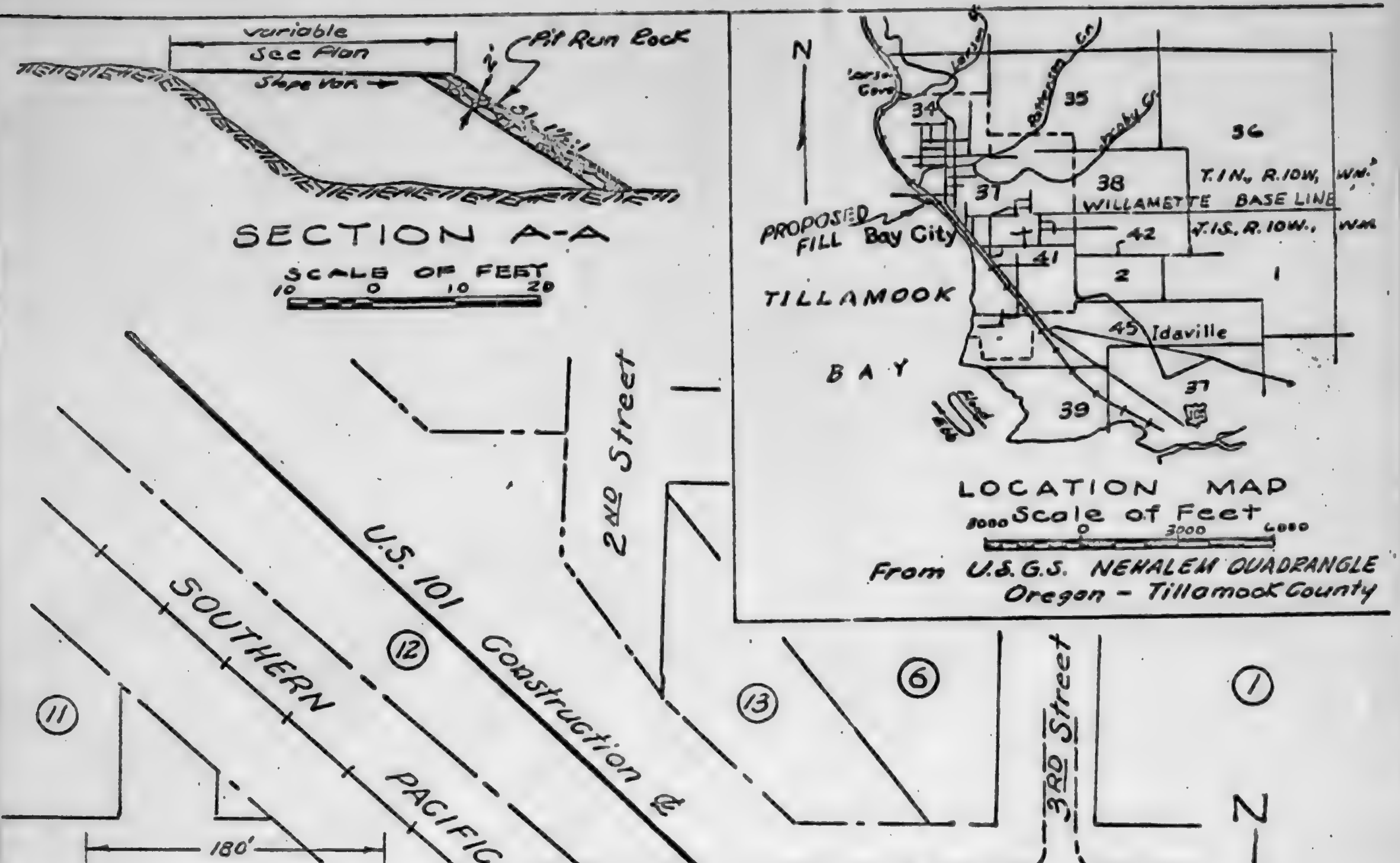
Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

attach.
cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. R. D. Asburry

BG:ra ms



PROPOSED FILL
IN TILLAMOOK BAY
AT BAY CITY
County of Tillamook, State Ore.
Application by Oregon State
Highway Dept. Date 7-1-63

FORM E-30 20M 3-63 69807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1963

SUBJECT: Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County
Contract 6240

To: Mr. R. L. Porter
Deputy State Hwy. Engr.
Building

Mr. Asburry on September 10, 1963 sent a letter to the U. S. Corps of Engineers requesting a permit to make a fill of waste material in Tillamook Bay; however, the required maps were not enclosed with the original request.

The attached letter to the Corps is submitted for your signature to fulfill the requirements for this type of permit.

Mr. Barbee informs me that this type permit was formerly handled by Mr. Paxson and that Mr. Couper prepared the required maps. These requests are made seldom and since Mr. Paxson's retirement, it appears that no duty assignment has been made.

F. D. Morgan
Construction Engineer

By
Ben Gifford

Ben Gifford
Location Office Engineer

B

BG:ra
Attach.
cc: L. H. Young
R. D. Asburry

RECEIVED
OCT 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

29-1078

FORM E-30X 50M 3-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1963

SUBJECT:
Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 6240

To:
Mr. F. D. Morgan
Construction Engineer
Department

As you may remember we encountered some material on the subject project in cut areas which was unsuitable for fill material. This material was wasted. As much of the material was wasted along the right of way as practical. The remainder of the material was wasted in Tillamook Bay southerly of "C" Street and westerly of the railroad.

We have letters from the owner of the property, Tillamook County, and the Port Commission giving consent to the placing of this material in this area. I was negligent in not getting permission from the Corps of Engineers. September 10 I wrote the Corps of Engineers regarding this. See attached copy of letter. The Corps of Engineers in turn replied September 12. See attached copy of letter.

Attached is a map together with four prints showing the pertinent details regarding this matter which the Corps of Engineers have requested before they will issue a permit. You will note this map is dated July 1, 1963, to cover the time when we first started depositing material in this area.

Will you please see that this data gets to the proper persons who will further contact the Corps of Engineers regarding this matter and see if we can obtain a permit covering this work.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

CONSTRUCTION DIVISION
RECEIVED
OCT 1 1963
NOTED
CE ACE ACE

NPPOP-NA-1.1 12 September 1963

D. R. Asburry, Division Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

RECEIVED
SEP 16 1963
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Dear Mr. Asburry:

Permission to dispose of unsuitable road materials into Tillamook Bay at Bay City, Oregon, as requested in your letter of 10 September 1963, should be documented by a navigation permit as suggested by Mr. Terry in his recent conversation with you.

The Corps of Engineers will interpose no objection to a permit for this fill if the channelward slopes of the fill are properly revetted so that winter storm waves will not wash the rejected materials into nearby navigation channels.

Submission of application for a permit for this work will be processed as rapidly as possible by this office. A pamphlet to assist you in this submission is inclosed.

Sincerely yours,

T. W. RAGSDALE
Chief, Operations Division

2 Incls.
1. Sheet #7 returned
2. Pamphlet

RECEIVED
OCT 1 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 30, 1963

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

Re: Drainage at Tillamook Avenue
Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 6240

ATTENTION: Mr. A. W. Kilborn

Gentlemen:

We have investigated the circumstances involved in the installation of an 18" culvert at Tillamook Avenue in Bay City, which was the subject of your letter of September 18.

The original plan was for the extension of an existing 12" pipe, but in order to meet the grade of a drain pipe on the east side of the highway, it was found desirable to replace all the pipe under our roadway. The old pipe was in poor condition and heavily silted, and the cost of rehabilitation was also a factor in this decision.

It is our policy to install no new cross drains under our highways smaller than 18", so when complete replacement was determined to be desirable, we used our minimum size. We have not increased the tributary drainage area and do not feel that our construction will appreciably affect the runoff in this location.

We shall, however, keep close watch on this facility during the coming winter and will accept the obligation for corrective action if such is required because of our construction.

F. D. Morgan
Construction Engineer

CHB:bjm
cc: Southern Pacific Company
65 Market Street
San Francisco, California
ATTN: Mr. H. M. Williamson
L. P. Shaw✓
R. D. Asburry.

NOTED
LLOYD P. SHAW

RECEIVED
SEP 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO
GMO 83082

September 18, 1963

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

It has been brought to our attention there has been a change in the plans as approved by our Asst. Chief Engineer R. C. Nissen, concerning drainage in vicinity of Tillamook Avenue in Bay City on your Relocation of US 101 project. Your Engineer Station 257+65 shows installing a 12" concrete pipe under the new roadbed to connect existing 12" pipe under the old highway, the latter being connected to our 12" CIP 850.33. During construction of this portion of roadbed a considerable amount of subsurface drainage was encountered in the area and diverted to this point. Therefore you have installed an 18" concrete pipe in place of existing and proposed 12" concrete pipes as shown. It has been proposed to join this to our 12" CIP by means of a junction box.

Our Engineer Inspector Mr. R. L. Johnston has contacted Mr. J. A. Bond on several occasions concerning this change. Mr. Bond feels that our 12" pipe is sufficient to handle this increased amount of drainage. By increasing the size of your pipe from 12" to 18" it must have been considered by your department the 12" pipe is no longer sufficient to carry the increased flow.

Since it has been deemed necessary by your department to increase the size of pipe from 12" to 18" further consideration should be given to increasing the size of our pipe to 18" to handle the additional volume of water. The expenses covering labor and material to be borne by the Oregon State Highway Department.

Yours truly,

AWKilborn

cc: Mr. J. A. Bond
Resident Engineer
Oregon State Highway Department
P. O. Box 169
Tillamook, Oregon

NOTED
LLOYD F. SHAW

RECEIVED
SEP 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 196
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 10 1963
FOR FILING

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Salem, Oregon
September 11, 1963

Mr. R. D. Asburry
Division Engineer
Building

Several days ago, I discussed with you the matter of a complaint regarding our operation of disposing of excess material along the tide flat area near Bay City. Apparently the complainant has been contacted and the owners of the property on which the material was placed, but no permit from the Corps of Engineers to cover that work has been obtained.

Will you please contact the Corps of Engineers and determine if a permit is required, both for work done prior to the registered complaint and for that at a different site at a later date. Please see that all necessary permits and agreements are obtained and this matter is quieted as rapidly as possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Note: Your letter of September 10 to Ragsdale noted. How about material placed at earlier date?-LPS

FORM E-123X 100M 4-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 10, 1963

U. S. Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Attention: Mr. T. W. Ragsdale
Chief of Operations Division

Subject: Disposal of Waste Material in Tillamook Bay
Garibaldi-Bay City Project
Oregon Coast Highway
Contract No. 6240

Gentlemen:

Permission is hereby requested for the State Highway Department to dispose of approximately 8,000 cubic yards of material encountered on the subject project which is unsuitable for road construction, to be deposited in Tillamook Bay just southerly of "C" Street in Bay City and westerly of the Southern Pacific railroad facility.

Attached is a print of Sheet No. 7 of the plans for the subject project showing colored in red the disposal area. The material will be placed to the approximate elevation of "C" Street. Also, the material will be ~~placed~~ faced on the bay side with quarry rock.

We have permission from the railroad company and Tillamook County, owners of the property, for this work. Also, the Port Commission has signified approval of this. I recently talked by phone with Mr. Terry of your department regarding this matter. He seemed fairly familiar with it.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

NOTED
R. L PORTER

NOTED
LLOYD P. SHAW

RDA:AM
cc Mr. R. L. Porter ✓
Mr. F. D. Morgan

RECEIVED
SEP 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1963

SUBJECT:

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

OFFICE

About a week or ten days ago, Mr. Cover from the U. S. Corps of Engineers, stated that they had received a complaint from a resident of Bay City that we are placing embankment in Tillamook Bay. Mr. Cover stated that this was in an area which is not covered by permit.

I find from Mr. Asburry that he has made his peace with the complainant, a Mr. Haynes, and with the owners but no effort has been made to secure a permit from the Corps of Engineers. This matter should not be dropped; the Corps should be contacted and if a permit is required, it should be obtained. It may be that insomuch as the complainants are now apparently satisfied, the Corps is willing to let the matter drop. At any rate, please take whatever action is necessary

The Portland address of the Corps of Engineers is 628 Pittock Block.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

[illegible]
[illegible]
[illegible] may be [illegible]

RECEIVED
SEP 18 1963
FOR FILING

COMMISSIONERS
GLENN [illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6240

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 11, 1963

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
324 Union Station
Portland 97209, Oregon

152

Re: Your File GMO 83082

Dear Sir:

Your letter of August 19 again requesting approval of billings for slide removal near Bay City was referred to this office for reply.

A special investigation has been conducted by Salem Construction Department personnel to determine responsibilities in this case. Nothing was uncovered during this investigation which would place responsibility with the Highway Department.

Resident Engineer John Bond was questioned in particular concerning reference to future state maintenance in this slide area. I believe it has clearly been determined that he was misquoted when it was inferred he believed the State would be responsible for this maintenance.

We must again state that we are unable to approve the bills as submitted by you, and they are returned herewith.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

cc: L. P. Shaw (2) ✓
R. D. Asburry

NOTED
LLOYD P. SHAW

RECEIVED
SEP 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO
GMO 83082

August 19, 1963

Shaw

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Dear Sir:

Referring to your letter July 11 concerning our charges for labor and materials for removal of slides near Bay City on your project for relocating U.S. 101:

Portion of this material originated within your right of way line. Some material sloughed off during clearing and grading operations by your contractor, filling our ditch. Some material stayed on the slope and lodged among trees, some of which had been felled by your contractor and left on our right of way.

Our Engr. Inspr. R. L. Johnston, on June 17 contacted Mr. J. A. Bond, Oregon State Highway Resident Engineer, at which time Mr. Bond advised it was his opinion that the contractor's insurance should cover our claim; also that he felt the State Highway Dept. would be required to pay for any future maintenance due to the serious slide potential remaining at this location.

Contractor, Slate-Hall, has since cleaned our ditch in this area where slides occured and another slide area 100 ft. north. This was done June 17, 1963. Recent investigation reveals more material has sloughed out and is again filling our ditch.

Based on above information, our forms L-7702 are returned herewith for your further consideration.

Yours truly,

AWKilborn

cc: Mr. J. A. Bond
Resident Engineer
Oregon State Hwy. Dept.
P. O. Box 169
Tillamook, Ore.

RECEIVED
AUG 21 1963
OREGON
STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relation of U.S. 101 Location Bay City, Oregon G.M.O. No. 83082

Gang: Extra Gang #16 Report No. 12 Daily or Week Ending Nov. 31, 1962

Sub-Division of Work	26	27	28	29	30	31					
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman @ $471.61 mo.	—	S.T.								2.6807	
	3½	O.T.							3½	4.021	
Truck Driver	—	S.T.								2.2968	
	3½	O.T.							3½	3.4452	
Laborers	9	S.T.							9	2.2368	
	21	O.T.							21	3.3552	

Total Labor 37 hrs.

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
1 Ton truck P-111	Miles		50						
Gas	Gals.		5						
Motor Car Gas	Gals.		1						

Note: Above labor and materials expended clearing slide at MP844.9 due to State Hwy. Project.

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Slide removal due to project
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct R. J. Johnston, Engr. Inspr.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate U.S. 101 Location Bay City, Oregon G.M.O. No. 83082

Gang Extra Gang #16 Report No. 11 Daily or Week Ending Nov. 24 1962

Sub-Division of Work	19	20	21	22	23	24					
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman @ 471.76/mo		3							3	2.6807	
Truck Driver		3							3	2.2468	
Laborers		12							12	2.2368	

Total Labor 18 hrs

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
1 Ton truck P-111	Miles			36					
Gas	Gals.			4					

Note: Above labor and materials expended clearing slide at M.P. 849.4 due to State Hwy Project

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B Slide removal due to project
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct R. L. Johnston, Engr. Inspr.
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation of US101 Location Bay City, Oregon G.M.O. No. 83082

Gang: Division Engr Report No. 83-A Daily or Week Ending Nov. 24, 1962

Sub-Division of Work	19	20	21	22	23	24					
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Frank Nelso	Cat rental - HD-5 at $10.00/hr.								
Box 462 Tillamook, Ore	13 hrs slide removal MP 849.4								
	Due to State project on Nov. 20.								& 21, 1962

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	
						B	Removal of slide due to project
						C	" " " " " "
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Correct R. L. Johnston Engr. Insp.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

RECEIVED
SEP 11 1963
FOR FILING

F 129(11)

6240

September 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4, covering use of dragline to reshape and smooth waste areas outside of fill slopes on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 6240 in connection with Federal-Aid Project No. F-129(11).

This work is necessary to smooth up waste areas for better appearance and to prevent erosion.

This work was verbally recommended for approval by the BPR Area Engineer August 27, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
DBP:es

RECEIVED
SEP 12 1963
FOR FILING

477 Cottage Street N. E.
Salem, Oregon 97301

September 4, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer by: M. E. Martin
08-35.4-DB Salem, Oregon District Engineer

Oregon Project F-129(11)
Garibaldi-Bay City Section of the
Oregon Coast Highway
State Force Order No. 3

Reference is made to your letter dated August 30, 1963 concerning subject order. It is noted that the order lists both the Primary and Secondary Project Numbers. Our approval is for the Primary project only since you have authority to approve such orders on Secondary projects under the terms of the Secondary Road Plan. Seeding and mulching on the Secondary Project should be negligible.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-4.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED
LLOYD P. SHAW

original To Young
with attach
9-12-63

RECEIVED
SEP 3 1963

FOR FILING

F-1 [illegible]

August 30, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-238, covering seeding and mulching on the Garibaldi - Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 6240, in connection with Federal Aid Project No. F-129(11) and S-478(2).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $550 with Federal participation of $330.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. W. Young
Office Engineer

DBP:ru

Enc.

RECEIVED
AUG 1 - 1963
FOR FILING

334

August 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 212 covering payment to the Oregon State Board of Forestry for royalty on rock on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 6240 in connection with Federal-Aid Project No. F-129(11), S-478(2).

The additional source of rock for loose riprap was necessary for the completion of the contract. The source obtained by the contractor requires a 11¢ per cu. yd. royalty to be paid to the Oregon State Board of Forestry. In order to avoid delay in construction the State will pay the Board of Forestry under this order and make deductions from the contractor's payments for the royalty. Fuller explanation is contained in the Division Engineer's letter dated July 23, 1963, copies of which are attached. No increase in project cost will result.

This order has been verbally recommended for approval by the BPR Area Engineer. Your approval under the provisions of PPM 21-4.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]
RE.

RECEIVED
JUL 24 1963

FOR FILING 11-61 40230

[illegible]

67.40

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1963

SUBJECT: File No. 35146
Supplemental Agreement
Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County
Southern Pacific Company

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached please find fully executed original and one copy of a supplemental agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

JNHershberger
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encls.

Ruth

cc: R. L. Porter
Ivan Merchant
F. D. Morgan
I. A. DeFrance
R. D. Asburry
J. W. Nash
C. H. Maison
Earl F. Saling

RECEIVED
JUL 23 1963

FOR FILING

F-129(11)

24

Salem, Oregon
July 22, 1963

John A. Bond
Resident Engineer
P.O. Box 169
Tillamook, Oregon

Preparation of Estimates
Contract No. 6240
Federal-Aid Project Nos.
F-129(11) and S-478(2)
Garibaldi-Bay City

As noted above there are two Federal-Aid Project Nos. assigned to this contract. In dealing with the Bureau of Public Roads, this means there are two contracts as far as they are concerned.

It is essential that the quantities are segregated on the monthly estimates and on the semifinal estimate to allow the Federal-Aid Section to collect the Federal funds on the corresponding projects.

The summary sheet, No. 2B of the contract plans, will be a guide for the segregation of quantities. No change in your method of reporting the quantities on the estimate is required except to show the amounts of each project for the current month and the totals.

L. H. Young
Office Engineer

DAR:er

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JUL 12 1963

FOR FILING

[illegible]

240

July 11, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3, covering correction of soft spots in subgrade on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 6240 in connection with Federal-Aid Project No. F-129(11).

It is necessary to excavate small soft places in the vicinity of the Larson Cove box culvert, to stabalize the subgrade through this area.

This work was verbally recommended for approval by the BPR Area Engineer July 3, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By LAH
L. H. Young
Office Engineer

DBF:es
Enc.

RECEIVED
JUN 10 1963
FOR FILING

F 129(11)

62.40

June 7, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the June 10 meeting will be the matter of entering into a supplemental agreement with the Southern Pacific Company in connection with the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County. An agreement was signed with the Railroad Company in 1961, which covered the grading section only. As the paving section extends the project slightly and embraces further involvement with the Railroad, a supplemental agreement is necessary.

The instrument is in a form that is acceptable to both the Southern Pacific Company and this Department and I recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
F. D. Morgan

RLP:ms bbc

RECEIVED
MAY 29 1963
FOR FILING

F-129(11)

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 24, 1963

By:

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.0

M. E. Martin
District Engineer

Oregon Project F-129(11)
Garibaldi-Bay City Section

Mr. Young's May 15, 1963 letter forwarded two copies each of Easement, File No. 35146, dated March 14, 1963 covering drainage structures and Easement, File No. 35146, dated March 14, 1963 covering side slopes. Both easements are approved effective May 17, 1963 in accordance with our discussion of that date.

Authorization to proceed with the furnishing of watchmen, flagmen, and inspectors by the railroad was implied in our February 18, 1963 memorandum approving the P.S. & E. documents. Authorization is withheld in connection with all other items in the easements for which the State has agreed to reimburse the railroad as no estimates have been furnished and the work is not clearly defined.

RECEIVED
MAY 2[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
5-29-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 23 1963

FOR FILING

F-129(11)

6240

May 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering directional signing on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 6240 in connection with Federal-Aid Project No. F-129(11), S-478(2).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
APR 18 1963
FOR FILING

F 129(11)

6240

April 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging costs on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 6240 in connection with Federal-Aid Project Numbers F-129(11) and S-478(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Ens.

RECEIVED
APR 19 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 4-88

PROJECT REPORT NO. 6240.

FO R-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

ATE Oregon

COUNTY Tillamook

PROJECT NO. S-478(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Garibaldi to Hobsonville

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-18-63	0.750
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 117,025.00	$ 73,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

LRBacklund
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 15, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid Secondary
Project No. S-478(2)

GARIBALDI-HOBSONVILLE SECTION OF FAS 611

IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 4, 1963

Type Code 6200
Roadway (Sta. 102+38.24 to Sta. 142+00)(Contract 6240)

Clearing and Grubbing	All	Required (10%)		$ 2,500.00
Felling Danger Trees	10	sq.ft.	$ 7.00	70.00
Drainage Excavation, Unclassified	14	cu.yd.	4.00	56.00
General Excavation, Unclassified	6,800	cu.yds.	0.83	5,644.00
12-inch Culvert Pipe	30	lin.ft.	3.00	90.00
12-inch Corrugated Steel Pipe	12	lin.ft.	6.00	72.00
18-inch Corrugated Steel Pipe	9	lin.ft.	10.00	90.00
24-inch Corrugated Steel Pipe	8	lin.ft.	15.00	120.00
42-inch Corrugated Steel Pipe	10	lin.ft.	35.00	350.00
Salvage and Reinstall Guard Rail	80	lin.ft.	2.00	160.00
Metal Guard Rail	3,600	lin.ft.	2.60	9,360.00
Rail End Pieces	4	only	5.00	20.00
Guide Posts, PM-1	56	only	7.25	406.00
Bracket Reflectors	10	only	3.50	35.00
Loose Riprap	5,700	cu.yd.	4.00	22,800.00
Coarse Crushed Material in Base	15,800	ton	2.20	34,760.00
3/4"-0 Material in Base	2,000	ton	2.45	4,900.00
Sprinkling	370	M-gal.	2.20	814.00
SS-1 Asphalt in Sprinkling	1,930	gal.	0.30	579.00
Preparation of Base	0.75	mile	300.00	225.00
3/4"-0 Material in Binder Course	80	cu.yd.	5.00	400.00
RC-250 Asphalt	12	ton	48.00	576.00
Class "B" Asphaltic Concrete	2,800	ton	7.50	21,000.00
Extra for Paving Approaches	1	only	30.00	30.00
				$105,057.00
Flagging (57½% of Contractors' Cost)	All	Required		$ 750.00
Seeding and Mulching	All	Required		30.00
Signing	All	Required		550.00
				$ 1,330.00
	Subtotal			$106,387.00
	10% Engr. & Cont.			10,638.00
	Total			$117,025.00

Length of Roadway -0.750 miles
Cost of Roadway per Mile- - - - - - - - - - - - - - - - -$156,033.33

Federal Funds - $ 73,700.00
State Funds - 43,325.00

$ 117,025.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
APR 3 - 1963

FOR FILING

F-129(11)

2-1

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 29, 1963

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project F-129(11)
Garibaldi-Bay City Section
City of Bay City Utility Adjustment

Mr. Young's March 15, 1963 letter submitted the estimate and sketch for the subject utility adjustment and requested authorization to proceed with the work. Our March 26, 1963 memorandum approved the estimate and authorized the work to proceed.

Mr. Litchfield's March 26, 1963 letter advised that the equipment rental rates included in the estimate are those which the city intends to use in billing for the adjustment. The city does not maintain equipment use records or have a rate schedule based on past experience and the rates included in the estimate were those used by Tillamook County. Mr. Litchfield stated that the rates have been compared to other utility equipment rates, were very reasonable, and requested approval of the rates in accordance with paragraph 9 of IM 30-3-61.

We have studied the rates in the above mentioned estimate and approve them for this particular adjustment.

RECEIVED
MAR 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
4-3-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 29 1963
FOR FILING

F-129(11)

6240

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 26, 1963

08-35.2-0

A. W. Parsons, Division Engineer
Salem, Oregon

By:
M. E. Martin
District Engineer

Oregon Project F-129(11), Garibaldi - Bay City Section
City of Bay City Utility Adjustment

Our memorandum dated February 18, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The supplemental agreement between the above-mentioned City and the State Highway Commission dated March 14, 1963 covering utility adjustments and traffic control measures was approved by this office on March 22, 1963. We now approve your Staff Attorney's February 28, 1963 letter and the plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Young's letter dated March 15, 1963.

Our program memorandum dated February 8, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned city-owned utility adjustments effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

RECEIVED
MAR 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
3-29-63

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APR 1 5 1963

FOR FILING

F-1[illegible]

6:40

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
March 19, 1963

Agenda Item 4-1

Supplemental Throughway Agreement
Garibaldi-Bay City Section
Oregon Coast Highway
City of Bay City

Mr. H. S. Cox
County & City Engineer
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a supplemental throughway agreement with the City of Bay City covering the Garibaldi-Bay City Section of the Oregon Coast Highway in the City of Bay City.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Bay City.

Secretary

rn
Attahc; 1

RECEIVED
MAR 1 9 1963
FOR FILING

6240

477 Cottage Street, N. E.
Salem, Oregon

March 14, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project F-129(11)
Garibaldi - Bay City Section
Grading and Paving

As requested in Mr. Porter's letter of March 13, 1963, we hereby concur as of this date in the award of contract No. 6240 to S. D. Spencer and Son of Vancouver, Washington, low bidder in the amount of $536,524.50 at the March 12, 1963 bid opening.

Mr. Litchfield's March 7, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our February 18, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

Mr. Wright's March 12, 1963 letter advises that all buildings have been removed from the right of way so that no delays in use or occupancy of any area will be experienced by the contractor. A finding in the public interest as required by subparagraph 9e of PPM 21-6.3 will therefore not be necessary.

1963
ENGINEER

original To Young
Copy To Morgan
3-19-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 15 1963
FOR FILING

COMMISSIONERS
GLE[illegible]
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

G. D. Spencer & Son
4614 N. E. 72nd Ave.
Vancouver, Wn.

Gentlemen:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6240 for the following project:

> Grading, stone base and paving on the Garibaldi-Bay City Section of Oregon Coast Highway, north of Bay City, in Tillamook County.

This award was based on your low bid of $536,524.50 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

fp

RECEIVED
MAR 13 1963
FOR FILING

F 129(11)

6240

March 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: F-129(11) and S-478(2)

Bids were received on March 12 for the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County. This covers Federal-Aid Projects F-129(11) and S-478(2). The State's estimate for the comparison of bids was $468,892.50. Three bids were received, as follows:

S. D. Spencer & Son	$536,524.50
Stevenson Rock Products Co.	539,482.50
Slate and Ball	592,189.10

The low bid, according to our figures, was 14.04 percent above the State's estimate. It is a little difficult to pinpoint any specific area where the bids exceeded the estimate except for clearing, which was estimated at $3,000 and bid at $25,000; one manhole, estimated at $300 and bid at $750; and coarse crushed material in base, estimated at $1.85 and bid at $2.20. This latter item, coupled with generally slight overages on nearly every bid item, made up the diferences of the overrun.

This problem has been discussed and studied by members of the Highway Department and it is our opinion that it would not be possible to obtain a lower bid by re-advertising. The project is one that contains a comparatively large number of small items and this, together with the project's location, does not make up for a very desirable job.

We are unable to offer any finite reason for the bids to be above the estimate except in the case of the coarse crushed material in base. The State's estimated price wasbased on the use of the so-called Miami Quarry, which has since proven to be a risky venture. In other words, there is so much unsuitable material in this source that the bidders would either ignore it or would have to raise their prices to a point where they would be protected.

This is a case where the existing highway is crooked and obsolete and the chances of completing this project and getting it open for traffic this season are not good unless the work could be awarded at this time. This section of highway has an average daily traffic of 2,600.

Because of the unlikelihood of securing more favorable bids; because of the undesirability of the project to contractors; and, due to the fact that if the project were awarded at this time, it would be possible to complete the work and have it open to traffic this fall, it is the Highway Department's desire to award the work to the low bidder. It occurs to us that the public interest will be served by getting this improvement available just as soon as possible even the low bid is somewhat above the amount that we have estimated.

It is requested that you concur in the award of this contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:tms
cc Mr. Forrest Cooper
Mr. L. H. Young
Mr. C. H. Maison

RECEIVED
MAR 14 1963

FOR FILING

F-129(a)

6240

March 13, 1963

Oregon State Highway Commission

Gentlemen:

A supplemental agreement with the City of Bay City is presented for your consideration.

The agreement provides for the paving of the Garibaldi-Bay City Section of the Oregon Coast Highway. The project is 3.4 miles in length and is estimated to cost $606,600, of which the State's share is $224,500 and the Federal Government's share is $382,100. There is no city participation in the cost of the project. The project was previously approved December 12, 1960, and the original agreement is dated February 14, 1961. The necessity for this supplemental agreement is due to the lengthening of the project approximately 2,500 feet to the south.

This matter will be presented at the March 14 Commission meeting. Your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd Shaw
V. D. Wolfe
C. H. Maison
H. S. Cox

JDG:mm:er

RECEIVED
MAR 15 1963
FOR FILING

A. W. KILBORN
SUPERINTENDENT
6240

8-2660

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

March 12, 1963

IN REPLY PLEASE REFER TO
323-3
O-PD-60-27

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Attention: Mr. L. H. Young
Office Engineer

Dear Sir:

Referring to your letter Feb. 21 relative Special Provisions and plans for grading and paving work on the Garibaldi-Bay City section of Oregon Coast Hwy. in Tillamook County:

Returned herewith is one set of plans. You will note that on sheet ~~1 of~~ 7 we have indicated approval by Engineering Department by Asst. Chief Engineer R. C. Nissen. This approval is on the basis that the installation will be in accordance with provisions of our common standard drawing CS-1741, two copies of which are attached for your records. Other features of the work proposed appear satisfactory; however, there is some question as to location of guard rail installation which are being made on easement areas we have granted to the State. We desire to verify the fact that these installations are necessary as shown in all cases.

Clauses in Special Provisions in regard to railroad protective insurance and other features are satisfactory.

Yours truly,

AW Kilborn

RECEIVED
MAR 13 1963
OFFICE ENGINEERING
DIVISION

cc Morgan
Litchfield
BPR

Orig

RECEIVED
MAR 11 1963
FOR FILING

E-129 ( )

[illegible]

March 11, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the March 14 Commission meeting will appear the matter of executing agreements with the Southern Pacific Company which will permit the Highway Department to construct certain highway features on railroad property on the Bay City-Garibaldi Section of the Oregon Coast Highway.

There are two agreements on the subject, which have been examined by this Department and found in order. It is recommended that the matter have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
L. I. Lindas

RLP:ms fn

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

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1963 MAR 1 PM 2 10

O LLA177 RX DH=OAKLAND CALIF 1=

F W SUGNET, FIELD UTILITIES LIAISON ENGINEER=
OREGON STATE HWY BLDG RM 209-A SALEM ORG=

PLEASE REFER MR. G. L. DECKER'S LETTER DATED FEB. 26-1963 FILE GARIBALDI - BAY CITY SECTION, OREGON COAST HWY. TILLAMOOK COUNTY. WE HAVE COMPLETED OUR WORK AT OR NEAR THE FOLLOWING HWY. STATIONS, 110; 140; 205 AND 255. ALL WORK WAS OF A PERMANENT NATURE EXCEPT STAT. 205 THE OVERHEAD. PLS. ADVISE IF OUR FACILITIES ARE INVOLVED ELSEWHERE AND ABOUT TO WHAT EXTENT AND WHEN YOU DESIRE THEM RELOCATED=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

F L SULLOWAY AREA PLANT SUPERINTENDENT
BY W R LEE DIVISION SUPERVISOR OF LINES
THE WESTERN UNION TELEGRAPH COMPANY
125-12TH ST OAKLAND.

CONSTRUCTION DIVISION
RECEIVED
MAR 1 1963

F

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
MAR 8 - 1963
FOR FILING

F-129(11)

C-2HC

477 Cottage Street, N. E.
Salem, Oregon

March 1, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project F-129(11)
Garibaldi-Bay City Section
Agreement with City of Bay City

Mr. Cox's letter of February 28, 1963 furnished an advance copy of the subject agreement which supplements the February 14, 1961 agreement.

It is noted that neither the February 14, 1961 agreement nor the advance copy of the supplemental agreement contain the statement regarding changes of traffic-control measures in accordance with IM 21-10-60 nor do they subject the agreement to the concurrence of this office. These statements are as follows:

> "This agreement shall be subject to concurrence of the Oregon Division Engineer of the Bureau of Public Roads, or his duly authorized representative, and shall not be binding on either party until such concurrence is obtained."
>
> "State will obtain prior approval of future changes in this agreement on traffic-control measures from the Oregon Division Engineer of the Bureau of Public Roads or his duly authorized representative."

All other provisions of the supplemental agreement are satisfactory and it will be approved by this office after all parties concerned have signed provided that the above mentioned statements have been included.

RECEIVED
MAR 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Cox
copy To Young
3-8-63

NOTED
LLOYD P. SHAW

RECEIVED
FEB 28 1963
FOR FILING

F-129(11)

477 Cottage Street, N.E.
Salem, Oregon

February 18, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project F-129(11)
Garibaldi-Bay City Section
Grading and Paving

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that relocation assistance has been offered to all persons eligible and that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's February 13, 1963 letter except for two parcels. The first parcel involves the Southern Pacific Railroad. Mr. Wright advises in his letter that all matters pertaining to this parcel have been satisfactorily resolved with the Railroad Company and that the State has been assured that a Permit of Entry would be available by the date of bid opening in the event that the formal documents have not been executed by that time. Concurrence in award of contract will be withheld pending notification that the right-of-entry has been acquired.

The second parcel referred to above consists of an area occupied by two houses and a crab stand. Mr. Wright advises in his letter that the houses have been sold and the owner is having the crab stand moved. He also advises that the land areas will be available to the contractor by April 1, 1963. Concurrence in award of contract will be withheld pending receipt of the statement for a finding in the public interest required by paragraph 9e of PPM 21-6.3.

Mr. Nash's letter of February 14, 1963 advises that the agreement with the city of Bay City is in process and will be completed prior to the award of contract. Concurrence in award of contract will be withheld pending our approval as to form and content of the draft of the agreement.

Your February 11, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence

original To Young
copy To Gifford
2-27-63

NOTED
LLOYD P. SHAW

that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
FEB 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1963
FORM E-123X 50M 8-62

Forrest Cooper

FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F-139 [illegible]

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 13, 1963

Right of Way Status
Garibaldi-Bay City Section
Grading and Paving
Oregon Coast Highway
Tillamook County

Mr. A. W. Parsons, Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

All rights of way or rights of entry on this project have been procured with the exception of File No. 35146 - Southern Pacific Railroad.

Mr. Porter advised me that all matters pertaining to this file have been satisfactorily resolved with the Railroad Company, and that they have assured him that a Permit of Entry would be available by the date of bid opening in the event that the formal documents have not been executed by that time.

All rights of way will be available for occupancy and use of the contractor by the date of bid opening, with the exception of areas occupied by two houses and a crab stand. The houses have been sold and the owner is having the crab stand moved. The land areas will be available to the contractor by April 1, 1963.

We do not anticipate cost or delay in prosecution of the work, and believe that it is in the public interest to let this project at the March letting so that a contractor might take advantage of any favorable early construction weather.

With the conclusion of the moving of the crab stand, all relocations on the project will have been accomplished. State relocation assistance has been offered to all persons eligible.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:sm
cc: Forrest Cooper ✓
L. H. Young
L. I. Lindas
Ted Doe
A. F. Boster

NOTED
FORREST COOPER

RECEIVED
FEB 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 13 1963

FOR FILING
F-129(11)
(62)40

477 Cottage Street N.E.
Salem, Oregon

February 8, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Federal-aid Primary Program

In reference to Mr. Young's February 1, 1963 letter requesting the addition of Item 419 to the captioned program, we approve this project in Stage 2, construction phase, effective this date. This project is detailed as follows:

Item	Project	Location	Work
419	F-129(11)	Garibaldi-Bay City	Grade, pave

We note that a City Agreement with Bay City was executed on February 14, 1961 covering this project and F-129(10), now under construction.

Authorization is hereby given to proceed with preparatory work for any utility adjustments required to advance this project to construction, in accordance with IM 30-3-61.

The project provides for 0.95 miles of grade and 2.64 miles high type pavement at a total estimated cost of $436,000 of which $274,000 is reserved as Federal-aid Primary funds. This action reduces your unprogramed balance to $1,400,789 according to our records of this date.

RECEIVED
FEB 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
2-13-63

RECEIVED
MAR 18 1963
FOR FILING

F-129(11)

62-10

February 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for the paving of the Garibaldi-Bay City Section, Project F-129(11) which we desire to have included in the Federal-Aid Primary Program. The project has been assigned Number 419.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWN:jb

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	**FEDERAL-AID PROGR** *(PPM 21-1)*

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 101 0.5 Mi. S. Garibaldi to Bay City 21 65	**ADT**	PRESENT 2500	FUTURE 5000 (66) (70)	YEAR 80 (71) (72)	REC

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Grade, Drain, High Type Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PRE 14

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Tillamook
	NAME OF URBAN AREA 17-31	ROUTE NO. FEDERAL-AID 2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		US 101 0.5 Mi. S. Garibaldi to Bay City. (Garibaldi-Bay City Section)			
5					**ROW**					
5					**CONST** (CODE)			2.64	436,000	274,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.64	436,000	274,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

REM

Pro

Pro

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

Bay City 65

ADT

PRESENT: 2500 (66)

FUTURE: 5000 (70)

YEAR: 80 (71) (72)

REGION: 08

STATE NAME: Oregon

STATE CODE: 35 (2) (3)

APPN CODE: 012 (4) (9)

ITEM NO.: 419 (14) (18)

ROUTE (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER

PREFIX LETTER (S): F 14 23

NUMBER: 129(11) 7

SEQ. NO. 13

I. Projects Only

POST MI. (24) (26)

DESIG. 27

COUNTY NAME: Tillamook

CODE: 057 (14) (16)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO.: FEDERAL - AID: 2 (32) STATE (36) (37) U.S.: 101 (41)

n)	MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
		TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
. S. Bay City. City	(54) (58)	(59) (66)	(67) (76)			Gr., Dr., 0.95 mile High Type Pave. 2.64 Miles: Two 12' lanes with 10' shoulders.
	2.64	436,000	274,000	162,000		ROW - 200' Normal; Access Control - Partial; Parking Restrictions - Complete; Utilities-Adj. Required Incl. Prep. Work
ROJECT TOTALS	2.64	436,000	274,000	162,000		
		(16) (23)	(24) (33)			

REMARKS Additional Data: Item 368, Project F-129(10) Proposed project extends approx. 1 mile south of Project F-129(10) as indicated on program sketch map.

RECEIVED
FORM E-122X 50M 5-62
DEC 31 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

E-129 (11)

[illegible]40 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 28, 1962

Mrs. Ruth Simmons
City Recorder
City of Bay City
Bay City, Oregon

Re: Consulting Engineer for
Water Line Adjustments
Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County

Dear Mrs. Simmons:

This is in reply to your letter of December 11, 1962, concerning this subject.

The design and construction of Municipal works, water supply works and other public utilities must be under the supervision of a registered professional engineer.

Therefore, employment of Mr. John Carlich, registered land surveyor #287 of Tillamook, Oregon, to perform the engineering work for the City on this project is not acceptable to the State. This is engineering work and, under Oregon law, the land surveyor's license does not allow him to supervise work of this type.

It is suggested that you contact the State's Resident Engineer, Mr. John A. Bond, P. O. Box 169, Tillamook, Oregon, Phone VI. 2-2631, and he may be able to recommend an engineer in Tillamook whom you may hire.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: L. H. Young
R. D. Asburry
John A. Bond
A. W. Parsons
General Files

CITY OF BAY CITY
BAY CITY, OREGON

Dec. 11, 1962

State Highway Dept.
T.W.Litchfield
Salem, Oregon

Dear Sir:

As we have your permission to hire an outside Engineer to servey and give us an estimate on the re-routed water lines, we would like your approval and would he be acceptable to do this work, John Carlich, registered Land serveyor, Tillamook, Oregon.

Thanking you very much

Very truly yours,

Ruth Simmons
Ruth Simmons , Recorder

CONSTRUCTION DIVISION
RECEIVED
DEC 26 1962
NOTED--☐ ☐

RECEIVED
DEC 7 1962
FOR FILING

[illegible]

[illegible]

December 6, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Bay City-Garibaldi Section
Oregon Coast Highway
R/W File 35146

I enclose herewith three prints each from our drawings 8B-27-7 and 8B-27-8, which are plans and cross sections covering easements in the extension of the Bay City-Hobsonville Section of the Oregon Coast Highway (US101) southerly from Bay City.

Parcel No. 1 constitutes the slope encroachments previously granted southerly from McCoy Street to Elm Street and is for slope and ditch encroachments. Parcels Nos. 2 and 3 are for the installation of culverts under your tracks to accommodate drainage concentrated by our highway work. It is proposed that the installations be made by our contractor at State cost. Parcel No. 4 covers the filling of a depression alongside of your tracks so that drainage can get to the proposed culvert. I am enclosing three copies of the descriptions for these four parcels.

It would be appreciated if you would review this matter and, if satisfactory, prepare the usual easement and construction agreements.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
encl.

bc Mr. Forrest Cooper
Mr. Lloyd Shaw
Mr. W. T. Wright
Mr. J. N. Harshberger

DESCRIPTION ONLY

Southern Pacific Company

Hobsonville-Bay City Section

Tillamook County

File No. 35146
PLC 11-29-62
8B-19-12

Oregon Coast Highway

Encroachment and Easement

PARCEL NO. 1 An encroachment over or on the following described parcel, to wit:

A parcel of land lying in Section 2, Township 1 South, Range 10 West, W.M., Tillamook County, Oregon; the said parcel being a 10 foot wide strip of land lying within the land, 100 feet wide, now of the Southern Pacific Company, within Section 2, and lying Northeasterly of a line that is parallel to and 40 feet Northeasterly at right angles from the original located center line of main track, now of said Company, Hillsboro to Tillamook.

The side lines of said 10 foot wide strip of land terminate in the Easterly line of Elm Street extended South, being also the Westerly line of Lot 12 of the J. J. McCoy's Addition to the City of Bay City, extended South and in a line at right angles Northeasterly from said original located center line of main track, distant 50 feet Southeasterly along said parallel line from the Northerly line of Lot 30 of the J. J. McCoy's Addidtion to the City of Bay City. Said 10 foot wide strip of land contains an area of 17,000 square feet, more or less, outside of streets and roads.

PARCEL NO. 2 A temporary easement to install drainage pipe for the benefit of Railroad Company over or on the following described parcel, to wit:

A parcel of land lying in Block 15 of First Waterfront Addition to Bay City, Tillamook County, Oregon, and being a portion of that property described in that certain deed to Southern Pacific Company, dated May 9, 1910, recorded December 19, 1916, in Book 33, Pages 629-31 of Tillamook County Record of Deeds; the said parcel being described as follows:

Beginning on the Southerly line of said Block 15 at a point 100 feet Westerly of the Southeast corner of said Block 15; thence North 41° 40' 30" East, at right angles to the original located center line of main track, now of said Company, 50 feet, more or less, to a line which is parallel with and 25 feet Northeasterly at right angles from said located center line; thence South 48° 19' 30" East, parallel with and 25 feet Northeasterly at right angles from said located center line to the Southerly line of said Block 15; thence Westerly along said Southerly line to the point of beginning, containing an area of 1,600 square feet, more or less.

PARCEL NO. 3 A temporary easement to install drainage pipe for the benefit of Railroad Company over or on the following described parcel, to wit:

A parcel of land lying in Bay City, Tillamook County, Oregon, and being a portion of that property described in those certain deeds to Southern Pacific Company, recorded in Book 33, Pages 629-631, and in Book 35, Page 9, Tillamook County Record of Deeds; the said parcel being bounded on the Northeasterly and Southwesterly sides by lines which are parallel with and 25 feet Northeasterly and 50 feet Southwesterly of the original located center line of main track, now of said Company and bounded on the Northwesterly and Southeasterly sides by lines drawn at right angles to said located center line at Engineer's center line Station "RR" 333+80 and "RR" 334+30, respectively, containing on area of 3,750 square feet.

PARCEL NO. 4 A temporary easement for a random fill over or on the following described parcel, to wit:

A parcel of land lying in Bay City, Tillamook County, Oregon, and being a portion of that property described in that certain deed to Southern Pacific Company, recorded in Book 33, Pages 629-631 and in Book 35, Page 9 of Tillamook County Record of Deeds; the said parcel being bounded on the Northeasterly and Southwesterly sides by lines which are parallel with and 25 feet Northeasterly and 15 feet Northeasterly, respectively, from the original located center line of main track, now of said Company, and bounded on the Southeasterly and Northwesterly sides by lines drawn at right angles to said located center line at Engineer's center line Stations "RR" 334+30 and "RR"

Southern Pacific Company

Hobsonville-Bay City Section

Tillamook County

File No. 35146
PLC 11-29-62
8B-19-12

Oregon Coast Highway

Encroachment and Easement

PARCEL NO. 1 An encroachment over or on the following described parcel, to wit:

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The side lines of said 10 foot wide strip of land terminate in the Easterly line of Elm Street extended South, being also the Westerly line of Lot 12 of the J. J. McCoy's Addition to the City of Bay City, extended South and in a line at right angles Northeasterly from said original located center line of main track, distant 50 feet Southeasterly along said parallel line from the Northerly line of Lot 30 of the J. J. McCoy's Addidtion to the City of Bay City. Said 10 foot wide strip of land contains an area of 17,000 square feet, more or less, outside of streets and roads.

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Beginning on the Southerly line of said Block 15 at a point 100 feet Westerly of the Southeast corner of said Block 15; thence North 41° 40' 30" East, at right angles to the original located center line of main track, now of said Company, 50 feet, more or less, to a line which is parallel with and 25 feet Northeasterly at right angles from said located center line; thence South 48° 19' 30" East, parallel with and 25 feet Northeasterly at right angles from said located center line to the Southerly line of said Block 15; thence Westerly along said Southerly line to the point of beginning, containing an area of 1,600 square feet, more or less.

PARCEL NO. 3 A temporary easement to install drainage pipe for the benefit of Railroad Company over or on the following described parcel, to wit:

A parcel of land lying in Bay City, Tillamook County, Oregon, and being a portion of that property described in those certain deeds to Southern Pacific Company, recorded in Book 33, Pages 629-631, and in Book 35, Page 9, Tillamook County Record of Deeds; the said parcel being bounded on the Northeasterly and Southwesterly sides by lines which are parallel with and 25 feet Northeasterly and 50 feet Southwesterly of the original located center line of main track, now of said Company and bounded on the Northwesterly and Southeasterly sides by lines drawn at right angles to said located center line at Engineer's center line Station "RR" 333+80 and "RR" 334+30, respectively, containing on area of 3,750 square feet.

PARCEL NO. 4 A temporary easement for a random fill over or on the following described parcel, to wit:

A parcel of land lying in Bay City, Tillamook County, Oregon, and being a portion of that property described in that certain deed to Southern Pacific Company, recorded in Book 33, Pages 629-631 and in Book 35, Page 9 of Tillamook County Record of Deeds; the said parcel being bounded on the Northeasterly and Southwesterly sides by lines which are parallel with and 25 feet Northeasterly and 15 feet Northeasterly, respectively, from the original located center line of main track, now of said Company, and bounded on the Southeasterly and Northwesterly sides by lines drawn at right angles to said located center line at Engineer's center line Stations "RR" 334+30 and "RR" 335+80, respectively, containing an area of 1,500 square feet.

mo

I-5-1(49) S. Ashland Interch.-Wall Cr. 1963
009 Sec., Pacific Hwy. (Grad., Pav. &
#6241 Struct., etc.) [redacted]

[illegible] 2619
C4A 2618
C8A 2623

C3

RECEIVED
FEB 10

FOR FILING
I-5-1(49)009

6241

February 19, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Project I-5-1(50)00, Neil Creek-
California Line Section (R.O.W.)

Your letter of January 31 withheld approval of right-of-way plan sheet No. 5 for this project pending additional information as to the eligibility for Federal participation in the acquisition of File 42310.

In performing the grading on the Siskiyou Station-Siskiyou Summit Section, Project I-5-1(52)04, it was found necessary to excavate large quantities of unsuitable foundation material, which caused a large overrun of the bid item for this work. This increase in quantities at the bid price was documented by Price Agreement No. 2, which was approved by your office. As stated in Mr. Lecker's letter of February 25, 1965, in support of the price agreement, considerable quantities of the material so excavated were unsuitable for reuse and therefore wasted.

Because of the existing terrain, suitable waste disposal areas within a reasonable haul distance were limited and soon filled with this material. Since the State-owned land left of Station 535 to 545 was available, a portion of the waste material from the Siskiyou Interchange area was disposed of here. Had we not allowed the contractor to use this area, which was within a reasonable haul distance, it is doubtful if he would have agreed to perform this large overrun in bid quantities at the bid price, which could have resulted in considerable additional cost to the State and Federal Government. In the course of depositing this waste material, a slide developed and the contractor was directed to discontinue use of this area for further disposal. The slide which developed has extended onto private property and damaged the area covered by File 42310.

In view of the circumstances set forth above, we feel that the damage caused by the disposal area slide to File 42310 was a direct result of the construction of Interstate Highway I-5, and the cost to cure, namely acquisition of the damaged area, is eligible for Federal participation. We request your concurrence of eligibility and your approval to acquire File 42310 as participating.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 2184
L. H. Young
F. D. Morgan
D. H. Moehring
C. T. Keasey

LHY:ia srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
February 9, 1968

RECEIVED
FEB 13 1968
RIGHT OF WAY

SUBJECT: Maintenance Station
Waste Area Slide
Siskiyou Summit Project

To: Mr. John R. Oakes
Assistant R/W Engineer
Salem

RECEIVED
FEB 13 1968
LEGAL & RIGHT OF WAY

In regard to our recent telephone conversation, I have checked with Slate-Hall, general contractors, regarding the slide which developed on the maintenance yard waste area on the Siskiyou Summit project.

I have attached a letter written to me by James N. Leinbach of Slate-Hall which agrees with my recollections of our actions during this project; namely, that the waste area slide did commence during the construction of the project.

If I can be of any further assistance to you on this matter, please notify me.

L. W. Rulien
Division Engineer

by

D. H. Haller, Jr.
Assistant Division Engineer

DHH:nlb

Encl.

7805 S. W. 40th Avenue
Portland, Oregon 97219
February 6, 1968

Mr. Don Haller
Assistant Division Engineer
Oregon State Highway Department
9200 S. W. McLoughlin Blvd.
Portland, Oregon 97202

Dear Sir:

This letter is pursuant to our telephone conversation on February 5, 1968 regarding the waste area approximate Sta. 545 on the Siskiyou Summit Project.

After checking our existing records and talking to persons familiar with the project, we are able to recall wasting material at this site on two different occasions. The latter being late in June, 1964 at which time the waste pile began to slide, encroaching on the adjoining property. We were then directed by you to stop using this site for further wasting.

Yours very truly

SLATE-HALL

James N Leinbach

James N. Leinbach

JNL:r

Form. FH-121 (4-67)
UNITED STATES GOVERNMENT
Memorandum

Keabin

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 31, 1968

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by C. J. Mathias, Div Right of Way Officer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(50)00
Wall Creek - California Line Section

Office Engineer L. H. Young's letter of January 18, 1968 forwarded for our approval revised right of way plan sheets nos. 5, 6, 8, 9, 11, 14, and 15. Attached are approved copies of all plan sheets submitted except sheet no. 5. We are withholding approval of plan sheet no. 5 pending additional information as to the eligibility for Federal participation of file 42310 which involves the acquisition of 8.38 acres. The plan sheet indicates this is for slide control. Inasmuch as the highway has been completed for several years, additional information is needed as to the eligibility of this parcel for Federal participation.

Enclosure
Plan Sheets

2-5-68

REFERRED TO
Young W/[illegible]
By Asst. State Hwy. Engr

RECEIVED
FEB 5 1968
OFFICE ENGINEERING
DIVISION

close R/W Papers

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 3 1967

23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1967

SUBJECT: Siskiyou Interchange Landslide

To:

Mr. F. D. Morgan
Construction Engineer

Building

In connection with the proposed land purchase at the Siskiyou Interchange Landslide, I am attaching the following data:

1	IR Sketch Map
2	Copies Description of Metes and Bounds
1	Copy Report of Survey
1	Set Coordinates
1	Sketch Map Layout (Work Sheet)
1	Assessors Plat
7	Pages Ownership Deeds
1	PPage Calculation of Area
1	Set Field Notes

We are recommending an outright purchase of this property in order to forever protect the State from possible damage claims due to the action of the slide.

Will you please prepare descriptions and turn the data over to the Right of Way Division for appraisal and purchase.

When you are through with the above data, will you please return the following articles to Division IV:

Coordinates
Field Notes
Approved copy of IR Map.

Very truly yours,

E. S. Hunter
Maintenance Engineer

By E Chidsey
E. F. Chidsey
Service and Equipment Engineer

Approved 11/9/67
Asst. State Hwy. Engr.

P/s proceed

Orig w/data to Morgan
Copy to Chidsey
11-9-67

EFC:aj

Attachments

[illegible]
AUG 25 1967

8-25-67

.MFN

CON MED RSB 285 3-52 PM

✓ F D MORGAN
R L LAMMERT

RE FILL SLOPE REPAIR IN TWO SPOTS ON I-5 NEAR WALL CREEK. MR CHANDLER SAYS WE WILL PROCEED WITH REPIXX REPAIR BY STATE FORCES. MAINTENANCE FORCE LILL DO WITH WORKMAN EXTRA GANG WITH POSSIBLE RENTAL OF OUTSIDE EQUIPMENT. IN ORDER TO COMPLY WITH RESTRICTIONS ON HIRING OUTSIDE EQUIPMENT, MR HUNTER SHOULD BE ADVISED OF THESE ARRANGEMENTS.

CARL M WILLIAMS

CW17..1.

Copy to Hunter
8-25-67

REGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 26, 1965
Salem, Oregon

SUBJECT: Slides on I-5
Construction in Siskiyou Mountains

TO: Mr. F. B. Klaboe
Assistant Construction Engineer

BUILDING

As requested, an inspection of the I-5 construction from South Ashland to the California Line was made on July 14 and 15 for the purpose of determining slide conditions and adequacy of construction. This inspection was made in company with R. J. VanCleave, Division Soils Engineer, Jack McCormick, Resident Engineer, and Bill Brown, Resident Engineer.

Foundation problems under the tremendous fills on this section were anticipated. Heroic efforts were employed (see copy of attached letter to BPR re - overrun in embankment foundation on Siskiyou Station-Siskiyou Summit Section) to assure stable fill foundations. At the time of inspection all completed or partially completed fills appeared to be stable, with some vertical settlement (several inches) in evidence which was attributed to consolidation.

Cut failures have benn relatively minor and I believe have been or will be adequately handled.

A review, section by section, as observed at the time of inspection, is as follows:

SOUTH ASHLAND INTERCHANGE-WALL CREEK, Contract No. 6241, Peter Kiewit Sons' Co., Contractor - 1,776,000 cu. yds. Exc.

Grading and surfacing completed. Minor fill settlements withstood epic floods in good shape. To the left of Station 290 near the toe of a fill slope some sluffing of slope has occurred. This will be corrected by a rock inlay. Depth to solid 5 to 6' -- the sluffing area is outside the main embankment foundation area which had been sub-excavated, and does not effect the integrity of the main fill.

REFERRED TO
Cooper - info only.
By Asst. State Hwy. Engr
WBK.

NOTED
FORREST COOPER

WALL CREEK-SISKIYOU STATION, Contract No. 6454, Slate-Hall, Contractor - 1,791,000 cu. yds. Exc.

Extensive embankment foundation preparation at all locations. This work in progress at time of inspection at Stations 412 and 471 on left. Corrective measures and type of construction are considered thorough and adequate. A cut slide on the right of Station 470 to Station 480 has been repaired satisfactorily.

SISKIYOU STATION-SISKIYOU SUMMIT, Contract No. 6360, Slate-Hall, Contractor - 3,502,000 cu. yds. Exc.

This grading project completed and accepted by BPR on July 22. Some one million cu. yds. of embankment foundation excavation has apparently produced stable fills. While not apparent from observation the fill at Station 630 has been checked for 4 inches of consolidation settlement. To the left of Station 542, again outside the foundation excavation area and main fill, cracks were observed in a waste material area. VanCleave will check foundation conditions before corrective measures. Considerable grading remains to be done to complete the Siskiyou Interchange complex. This work is a part of the Peter Kiewit Sons' surfacing project. Very unstable conditions are obvious here. The problems will be handled based on previous experience.

This section includes the summit cut. Spalling of slopes can be expected here due to nature of material. No major failure is expected.

SISKIYOU SUMMIT-CALIFORNIA LINE, Contract No. 6386, Heintz-Kizer, Contractors - 7,306,100 cu. yds. Exc.

At the time of inspection an estimated 80,000 to 100,000 cu. yds. of excavation remained northerly of Bear Creek. Southerly of the Bear Creek fill grading had been virtually completed. In the fill at Station 750 a settlement of some 12 inches had been restored to grade during finishing operations and the fill now appears "set". The Bear Creek fill was completed to the last few feet. Embankment foundation here was carried to solid, and the fill should remain stable. Minor cut failures were encountered and effectively handled.

The work on this entire section has been referred to as spectacular. Certainly it is tremendous. (Plan quantities of 14,485,000 cu. yds.) It appears at this time the pre-construction planning and on-the-job handling of problems has produced a satisfactory product.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

RECEIVED
JUL 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

GLD:bjm
Attachment
cc: L. R. Chandler
Jack McCormick
Bill Brown
R. J. VanCleave

NOTED
F. B. KLABOE

FORM E-128X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED

6241

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 27, 1967

NOTED
R. L. PORTER

Ralph E. Franklin
Copass, Franklin & Watkins
1001 Northern Life Tower
Seattle, Washington 98101

Re: Sprague's, Inc.
Alleged Payroll Violations
Ashland-Wall Creek Section
Contract No. 6241
Wall Creek-Siskiyou Sta. Section
Contract No. 6454
Siskiyou Sta-Siskiyou Summit Section
Contract No. 6360

Dear Mr. Franklin:

Please refer to previous correspondence on the above subject, including our letters to you dated February 10 and March 20, 1967.

Also, you should be receiving in a few days a copy of a letter from the State Highway Engineer to your client, Sprague's, Inc., setting forth the results of the investigation of charges of payroll violations on the Minnesota Freeway job, Contract No. 6474.

This is to again request that your client cooperate in making its books and records available for a payroll audit on the projects described in the caption. The nature of the allegations of violations on these projects, received by this department, indicates that in all probability the time required for an audit will not be great unless, of course, evidence of other, more extensive violations is discovered.

At such time as an audit on the captioned projects can be completed, we will be in a position to determine what portion, if any, of the funds presently being withheld on Contract 6474 will have to be retained to ensure restitution and payment of liquidated damages arising out of such violations as might be found to have occurred on these projects. Any remaining balance could then be released to your client.

We believe you will agree that the simplest way to terminate this entire controversy, at the least expense to all parties, will be to facilitate the requested audit on the captioned projects.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:AHJ:gw
cc: R. L. Porter
C. H. Maison
L. H. Young
A. H. Johansen

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 10, 1967

Ralph E. Franklin
Cowles, Franklin & Mathias
Attorneys at Law
1101 Northern Life Tower
Seattle, Washington

Re: Sprague's Inc. of Washington
Contract No. 6474
South Unit, Minnesota Freeway
Section

Dear Mr. Franklin:

In connection with your recent inquiries as to when the balance of the final payment on the above project might be released, this is to advise that our investigation of charges of wage-hour violations has been completed, and the results forwarded to the Bureau of Public Roads. Since the charges involve alleged violations of federal law, as well as our contract with your client, final action by us must await the instructions of that federal agency. We share your desire that this matter be finally disposed of within the near future.

Meanwhile, charges of similar violations by Sprague's on several other projects have been received. Our Accounting Division asked Mrs. Sprague for an opportunity to audit the corporate books and records on those other projects, and we understand that she refused this request. The projects involved, on each of which Sprague's was a subcontractor, are the following:

Contract No.	Job Description	Prime Contractor
6241	Ashland - Wall Creek	Peter Kiewit
6434	Wall Creek - Siskiyou Station	Slate-Hall
6350	Siskiyou Station-Siskiyou Summit	Slate-Hall

It is not anticipated that investigation of the charges relating to these projects will require as much time as has been necessary on the Minnesota Freeway project. We are sure you will agree that resolution of all outstanding problems will be expedited by your client's cooperation in making the corporate books on the above projects available for examination. Continued refusal of an opportunity for such examination might, in some quarters, be regarded as evidence of some culpable intent and would, we believe, clearly violate your client's contractual obligations.

Please advise whether your client's books and records on the above projects will be available for examination at a mutually convenient time. Thank you for your cooperation.

Vefy truly yours,

G. E. ROHDE
Chief Counsel

GER:AHJ:gv

cc: R. L. Porter
C. H. Maison
L. H. Young
Alan H. Johansen

RECEIVED
DEC 5 - 1966

6241

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 2, 1966
Salem, Oregon

SUBJECT: SPRAGUES, INC.
LABOR VIOLATIONS

To: MEMORANDUM FOR FILE

On November 22, 1966, we received a memorandum from the Bureau of Public Roads relating to a review of our Project File I-5-1(55) Wall Creek-Siskiyou Station Section. The Bureau stated a foreman for Spragues Commercial Landscaping, Inc., an approved sub-contractor on this project, had made complaints of failure to receive overtime compensation for work performed. The Bureau informed us they would not process the final report or final voucher until this matter had been resolved.

We immediately obtained a listing of all projects that Spragues, Inc., had either been the prime contractor or sub-contractor on for the Oregon State Highway Department. These projects are as follows:

CONTRACT NO.	F.A. PROJECT NO.	JOB DESCRIPTION	PRIME CONTRACTOR	STATUS OF CONTRACT
6474	I-5-6([illegible])304	South Unit, Minnesota Freeway	Spragues, Inc.	Final
6755	I-5-5(11)263	Wilsonville Safety Rest Area	Warren Northwest	Active
6454	I-5-1(55)06	Wall Creek-Siskiyou Station	Slate Hall	Final
6372	I-80N-5(11)147	Willow Creek-Airport Road	Earl McNutt Co.	Final
6349	I-80N-[illegible](14)139	E.Unit, Arlington Heppner Jct Inter	Rogers Const.	Final
6367	I-5-2(29)116	Roberts Mountain	Slate Hall	Final
6292	I-80N-5(8)145	Heppner Jct. Interchange	Rogers Const.	Final
6360	I-5-1(32)04	Siskiyou Station-Siskiyou Summit	Slate-Hall	Final
6241	I-5-1(40)009	S. Ashland Inter. Wall Creek	Peter Kiewit	Final
6671	I-80N-5(17)157	Airport Road Irrigon Junction	Spragues, Inc.	Active
6340	I-5-1([illegible])18	12th Street-Ashland Interchange	Spragues, Inc.	Final
6531	I-5-3(36)155	Anlauf-Elkhead Road	Spragues, Inc.	Final

The Accounting Division has recently completed an audit of Contract No. 6474, South Unit, Minnesota Freeway, for possible overtime violations. This matter is being turned over to the Legal Division for determination as to whether or not violations did occur

On November 30, 1966, a meeting was held with the Bureau of Public Roads to determine what action would be necessary by the State Highway Department to resolve this matter. At this meeting, the Bureau stated they had received a copy of a teletype from Mr. Patterson to John Bond (a copy is attached) notifying them of the complaint made by Mr. Rodney

RECEIVED
DEC 6 - 1966

6241

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 2, 1966
Salem, Oregon

SUBJECT: SPRAGUES, INC.
LABOR VIOLATIONS

To: MEMORANDUM FOR FILE

On November 22, 1966, we received a memorandum from the Bureau of Public Roads relating to a review of our Project File I-5-1(55) Wall Creek-Siskiyou Station Section. The Bureau stated a foreman for Spragues Commercial Landscaping, Inc., an approved sub-contractor on this project, had made complaints of failure to receive overtime compensation for work performed. The Bureau informed us they would not process the final report or final voucher until this matter had been resolved.

We immediately obtained a listing of all projects that Spragues, Inc., had either been the prime contractor or sub-contractor on for the Oregon State Highway Department. These projects are as follows:

CONTRACT NO.	FA PROJECT NO.	JOB DESCRIPTION	PRIME CONTRACTOR	STATUS OF CONTRACT
6471	I-5-6([illegible])304	South Unit, Minnesota Freeway	Spragues, Inc.	Final
6755	I-5-5([illegible])285	Wilsonville Safety Rest Area	Warren Northwest	Active
6254	I-5-1(55)03	Wall Creek-Siskiyou Station	Slate Hall	Final
6372	I-80N-5(11)147	Willow Creek-Airport Road	Earl McNutt Co.	Final
6349	I-80N-4(14)139	E.Unit,Arlington Heppner Jct Inter	Rogers Const.	Final
6367	I-5-2(29)116	Roberts Mountain	Slate Hall	Final
6292	I-80N-5(8)145	Heppner Jct. Interchange	Rogers Const.	Final
6960	I-5-1([illegible])01	Siskiyou Station-Siskiyou Summit	Slate-Hall	Final
6241	I-5-1([illegible])009	S. Ashland Inter. Wall Creek	Peter Kiewit	Final
6671	I-80N-3(17)157	Airport Road Irrigon Junction	Spragues, Inc.	Active
6340	I-5-1([illegible])18	12th Street-Ashland Interchange	Spragues, Inc.	Final
6531	I-5-3(66)155	Anlauf-Elkhead Road	Spragues, Inc.	Final

The Accounting Division has recently completed an audit of Contract No. 6471, South Unit, Minnesota Freeway, for possible overtime violations. This matter is being turned over to the Legal Division for determination as to whether or not violations did occur

On November 30, 1966, a meeting was held with the Bureau of Public Roads to determine what action would be necessary by the State Highway Department to resolve this matter. At this meeting, the Bureau stated they had received a copy of a teletype from Mr. Patterson to John Bond (a copy is attached) notifying them of the complaint made by Mr. Rodney

Culp, foreman for Spragues, Inc., of the overtime violation on the Wall Creek - Siskiyou Station Section job. Mr. Culp stated the underpayment of overtime amounted to something over $4,000.00.

The Bureau was then asked if we would be required to conduct an audit on all of the jobs that Spragues had been associated with. They felt we should audit only the jobs in connection with the complaint.

A review of the certified payrolls submitted by Spragues, Inc., on the above projects were made, and it was mutually agreed that the following jobs would need to be audited:

Contract 6241 - Ashland-Wall Creek
Contract 6454 - WallCreek-Siskiyou Station
Contract 6360 - Siskiyou Station-Siskiyou Station

On December 1, 1966, Mrs. Sprague of Spragues, Inc., was contacted and asked if we could examine her records relating to the above projects that they had been the approved sub-contractor for. She stated we could not examine any records until she obtained legal advice from her attorney to determine if the Highway Department had authority to examine the records. We immediately advised our Legal Division of this situation.

At the present time, we are withholding $10,000.00 on Contract No. 6474, South Unit, Minnesota Freeway, and have stopped all payments to Spragues, Inc., on Contract No. 6671, Airport Road-Irrigon Junction, until this matter is settled.

CHMaison
C. H. Maison
Controller

CHM:rs

cc: R.L. Porter
E.B. Klaboe
G.E. Rohde
L.H. Young
F.D. Morgan
Bureau of Public Roads

FORM [illegible]
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

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OCT 18 1966

[illegible]

6241

October 17, 1966

Peter Kiewit Sons' Company
711 East Main Street
Medford, Oregon

Re: S. Ashland Interchange-Wall Creek
Contract No. 6241

Gentlemen:

A postaudit of contract bid item 59 and Price Agreement #10, involving concrete in a box culvert disclosed the payment for 34 cubic yards of concrete made under the price agreement was duplicated as a pay quantity under the bid item. In addition, an overpayment of 0.92 cubic yard was made under the price agreement. The net adjustment resulted in an overpayment of $2,957.72 on the above-captioned contract.

We are enclosing for your signature a copy of the postfinal estimate, and our invoice No. 89177, in the amount of $2,957.72 and would appreciate your check in this amount.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: C. H. Maison
Controller

NOTED
R. L. PORTER

CHM:jc

Enclosure

cc: R. L. Porter
L. H. Young
J. G. Herr
A. J. Kahler

OCT 1 5 1966
OFFICE OF
[illegible] ENGINEER

RECEIVED
AUG 15 1966
FOR FILING

Form CD-121
(11-63)
~~(Rev. by~~
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6741

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 8, 1966

In reply refer to: 08-35-DB

AWParsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(59)12
Siskiyou Safety Rest Area
Pacific Highway

Mr. Young's letter of August 2, 1966, relative to the subject project requests approval for the use of Interstate funds in the preliminary survey for the purpose of correcting a serious sanitation problem that has developed in connection with the drain field on the subject project.

A Final Inspection was performed on January 18, 1966 at which time this project was considered satisfactorily complete. The drain field, as designed, has proven to be unsatisfactory; however, the design was concurred in by the State Board of Health and the Jackson County Sanitarian and was considered to be adequate as constructed.

In confirmation of previous verbal advice indicated by the Area Engineer and in accordance with the Comptroller General's Decision No. 143075 dated July 19, 1960, as supplemented by our policy on stage construction pertinent to Interstate projects completed and accepted, the Bureau of Public Roads cannot authorize additional Interstate funds for the proposed project.

REFERRED TO
Young
By Asst. State Hwy. Engr.
8-12-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Monthly transaction number 8-47	F PR-2A U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ite Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 7/25/66	County Jackson
Project report number 18		Project number I-5-1(49)009

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 1963, is hereby modified as follows:

Revised estimated total cost of project $ 3,733,664

Revised Federal funds $ 3,438,475.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of July, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By T. Dee

~~L. R. Lackland, Administrative Manager~~

USCOMM-DC 8120-P63

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AUG 31 1965
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STATE COPY

Monthly transaction number 8466	FOR -2A (5-31-) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number I-5-1(49)009 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-24-65	County Jackson
		Project number I-5-1(49)009

6341

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 19 63, is hereby modified as follows:

Revised estimated total cost of project	$ 3,711,524.00
Revised Federal funds	$ 3,421,400.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of August, 19 65.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Klabo

Assistant State Highway Engineer
(Title)

By __________

____
(Title)

By __________

____
(Title)

~~EMX~~ A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund
Administrative Manager

RECEIVED
JAN 24 1964

Monthly transaction number 1-102	Form -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Jackson**
Project report number **10**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1-22-64	Project number **I-5-1(49)009**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **June 10**, 19**63**, is hereby modified as follows:

Revised estimated total cost of project $ **3,546,685.00**

Revised Federal funds $ **3,261,000.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **22** day of **January**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. **State Highway Engineer**
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX ~~By~~ **A. W. Parsons**
Division Engineer

L. R. Backlund
By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. I-5-1(49)009

[illegible]

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, November 21, 1963

Item Code (201)
Roadway [illegible]
[illegible]

Clearing and Grubbing	All required		$ 130,000.00
Drainage Excavation, Unclassified	15,000 cu.yds.	$ 4.35	65,250.00
Embankment Foundation Excavation, Unclassified	76,000 cu.yds.	0.60	45,600.00
General Excavation, Unclassified	1,710,000 cu.yds.	0.92	1,573,200.00
Short Overhaul	3,100,000 yd.stas.	0.005	15,500.00
Long Overhaul	48,800 C-yd.stas.	0.40	19,520.00
Finishing Roadbed and Slopes	3.65 miles	1,500.00	5,475.00
Rounding Cutbanks	6,400 lin.ft.	0.20	1,280.00
Seeding	70 acres	125.00	8,750.00
Mulching	70 acres	150.00	10,500.00
Grass Seed, Creeping Red Fescue	700 lbs.	0.50	350.00
Grass Seed, Chewings Fescue	490 lbs.	0.50	245.00
Grass Seed, Perennial Ryegrass	210 lbs.	0.70	147.00
Grass Seed, Newport Bluegrass	350 lbs.	0.90	315.00
Dutch White Clover	350 lbs.	1.50	525.00
Inorganic Fertilizer, 10-16-8	280 cwt.	8.00	2,240.00
15 Inch Culvert Pipe	250 lin.ft.	3.20	800.00
18 Inch Culvert Pipe	1,020 lin.ft.	3.60	3,672.00
30 Inch Culvert Pipe	210 lin.ft.	6.70	1,407.00
36 Inch Culvert Pipe	600 lin.ft.	8.60	5,160.00
48 Inch Culvert Pipe	450 lin.ft.	16.00	7,200.00
15 Inch Corrugated Steel Pipe	28 lin.ft.	3.00	84.00
18 Inch Corrugated Steel Pipe	2,480 lin.ft.	3.50	8,680.00
24 Inch Corrugated Steel Pipe	170 lin.ft.	5.50	935.00
8 Inch Corrugated Metal Pipe	630 lin.ft.	2.50	1,575.00
18 Inch Corrugated Metal Pipe	1,550 lin.ft.	3.50	5,425.00
24 Inch Corrugated Metal Pipe	14 lin.ft.	6.00	84.00
36 Inch Corrugated Metal Pipe, Protected Invert, 14 gage	1,040 lin.ft.	9.00	9,360.00
48 Inch Corrugated Metal Pipe, Protected Invert, 12 gage	630 lin.ft.	15.00	9,450.00
18 Inch Concrete Pipe	440 lin.ft.	3.60	1,584.00
24 Inch Concrete Pipe	160 lin.ft.	5.00	800.00
24 Inch Half-Circle Corrugated Metal Pipe	130 lin.ft.	4.00	520.00

48 Inch Half-Circle Corrugated Metal Pipe	110 lin.ft.	$ 9.00	$ 990.00
48 Inch - 24 Inch Half-Circle Corrugated Metal Pipe Reducers	4 only	150.00	600.00
Extra for Pipe Under Pavement	360 lin.ft.	3.00	1,080.00
6 Inch Sewer Pipe	250 lin.ft.	1.50	375.00
12 Inch Sewer Pipe	1,180 lin.ft.	2.50	2,950.00
18 Inch Sewer Pipe	150 lin.ft.	4.00	600.00
6 Inch Perforated Steel Drain Pipe	4,500 lin.ft.	2.00	9,000.00
8 Inch Perforated Steel Drain Pipe	7,000 lin.ft.	2.50	17,500.00
12 Inch Perforated Steel Drain Pipe	2,860 lin.ft.	3.00	8,580.00
18 Inch Perforated Steel Drain Pipe	2,110 lin.ft.	4.00	8,440.00
Special Backfill in Drains	2,300 cu.yds.	5.00	11,500.00
12 Inch Culvert End Sections	9 only	20.00	180.00
15 Inch Culvert End Sections	1 only	25.00	25.00
18 Inch Culvert End Sections	5 only	30.00	150.00
24 Inch Culvert End Sections	1 only	50.00	50.00
36 Inch Culvert End Sections	4 only	100.00	400.00
48 Inch Culvert End Sections	2 only	210.00	420.00
2 Inch Plastic Water Pipe	440 lin.ft.	1.00	440.00
1½ Inch Electrical Conduit	54 lin.ft.	1.00	54.00
Concrete Inlets, Type "I"	10 only	100.00	1,000.00
Concrete Inlets, Type "G-1"	24 only	100.00	2,400.00
Concrete Inlets, Type "GG-1"	2 only	100.00	200.00
Special Inlets	5 only	100.00	500.00
Concrete Manholes	5 only	550.00	2,750.00
Corrugated Metal Catch Inlets	8 only	100.00	800.00
Concrete Ditch Lining	1,800 sq.yds.	7.00	12,600.00
Class "A" Concrete in Box Culvert and Flume	700 cu.yds.	85.00	59,500.00
Metal Reinforcement in Box Culvert and Flume	122,800 lbs.	0.14	17,192.00
Class "A" Concrete in Diversion Dam	12 cu.yds.	75.00	900.00
Metal Reinforcement in Diversion Dam	640 lbs.	0.15	96.00
Concrete Outlet Anchor Blocks	5 only	450.00	2,250.00
Concrete Anchor Blocks	10 only	75.00	750.00
Junction Boxes	5 only	400.00	2,000.00
Junction Box, Sta. 265+60	All Required		300.00
Concrete Irrigation Inlets	1 only	250.00	250.00
Reconstruct Inlet	1 only	150.00	150.00
Concrete End Pieces	1 only	200.00	200.00
Salvage and Reinstall Flashing Beacon	All Required		750.00
Salvage and Reinstall Median Barrier	40 lin.ft.	1.00	40.00
Install Salvaged Guard Rail	800 lin.ft.	0.80	640.00
Metal Guard Rail	35,000 lin.ft.	2.40	84,000.00
Metal Median	11,400 lin.ft.	3.50	39,900.00
Rail End Pieces	34 only	3.50	119.00
Guard Rail Blocks	700 only	1.25	875.00
Type 2 Fence	2,740 rods	7.00	19,180.00
Salvage and Reinstall Type 2 Fence	100 rods	5.00	500.00
20' x 48" Metal Gate	1 only	100.00	100.00
Guide Posts, FG-1	210 only	7.00	1,470.00
Loose Riprap	400 cu.yds.	5.00	2,000.00

Coarse Crushed Material in Base	135,600	tons	$ 1.95	$ 264,420.00
3/4" - 0 Material in Base	18,000	tons	1.95	35,100.00
Sprinkling	20,000	M-gals.	2.50	50,000.00
Preparation of Base	3.65	miles	300.00	1,095.00
3/4" - 0 Material in Binder Course	840	cu.yds.	3.65	3,066.00
RC-250 Asphalt	130	tons	50.00	6,500.00
Plant-Mix Bituminous Base	20,000	tons	4.10	82,000.00
Asphaltic Emulsion in Bituminous Base	900	tons	42.00	37,800.00
Asphaltic Concrete Mixture	34,400	tons	4.10	141,040.00
Asphalt in Mixture	1,900	tons	36.00	68,400.00
SS-1 Asphalt	4	tons	100.00	400.00
Asphaltic Concrete Curbs	11,300	lin.ft.	0.80	9,040.00
Asphaltic Concrete Lined Ditch	1,050	lin.ft.	2.00	2,100.00
Removal of Existing Sign Installations	All	Required		150.00
Furnish 8" BP 36# Steel Piling	82	lin.ft.	7.00	574.00
Drive Steel Piles	7	only	70.00	490.00
Metal Sign Posts	All	Required		350.00
Wood Sign Posts	All	Required		1,200.00
Type "A" and "B" Signs in Place	343	sq.ft.	8.00	2,744.00
Type "C", "D" and "E" Signs in Place	498	sq.ft.	4.00	1,992.00
Type "F" and "G" Signs in Place	24	sq.ft.	4.50	108.00
				$2,981,508.00

Flagging (57½¢ of Contractor's Cost)	All	Required	$ 20,000.00
Signing (Temporary)	All	Required	500.00
Slide Removal	All	Required	100,000.00
			$ 120,500.00

Utilities			
Work by Pacific Power & Light Co.	All	Required	3,296.00
Work by Talent Irrigation District	All	Required	1,371.42
			$ 4,667.42

Subtotal	$3,106,675.42
10% Engr. & Cont.	310,666.58
Total	$3,417,342.00

Type Code [illegible]
[illegible] Creek Road O'Xing (Br. [illegible])(Sta. 262+06 to Sta. 264+26)(Contract 6241)

Clearing, Grubbing, Etc.	All	Required		$ 5,000.00
Structural Excavation	300	cu.yds.	$ 7.00	2,100.00
Structural Excavation Below Elevation Shown	30	cu.yds.	10.00	300.00
Furnish 10" BP 42# Steel Piling	605	lin.ft.	5.00	3,025.00
Drive Steel Piles	22	only	80.00	1,760.00

Splice Steel Piles	6 only	$30.00	$	180.00
Class "A" Concrete (907 cu.yds.)	All Required			71,000.00
Metal Reinforcement (214,000 lbs.)	All Required			30,000.00
8 Inch Metal Drain Pipe	35 lin.ft.	4.00		280.00
	Subtotal		$	117,985.00
	10% Engr. & Cont.			11,358.00
	Total		$	129,343.00

Length of Roadway - - - 3.649 Miles
Length of 1 Structure - 0.026 Miles
Total Length- - - - - - 3.676 Miles
Cost of Roadway per Mile $936,514.66

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,417,342.00	$3,143,000.00	$274,342.00
Structure	129,343.00	118,000.00	11,343.00
	$3,546,685.00	$3,261,000.00	$285,685.00

State Funds for Const.: Chap. 175, Laws 1937; Chap. 32, Laws 1938;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

SOUTH ASHLAND INTERCHANGE-NEIL CREEK SECTION

PROJECT NO. I-5-1(49)19

Estimated cost of work by the Talent Irrigation District

Material -	$ 696.60
Labor -	266.82
Equipment -	408.00
Lump Sum - - - - - - - - - - - - -	$1,371.42

Estimated cost of work by the Pacific Power and Light Company

Materials -	$2,141.00
Labor -	4,096.00
Transportation -	423.00
Accounting (6.6%) - - - - - - - - - - - - - - - - - -	452.00
Salvage Credit -	-720.00 Credit
	$6,392.00

State Share 11/22 (50%) - - - - $3,196.00

RECEIVED
JUN 13 1963
6-18
FOR FILING

Form Approved; Budget Bureau No. 41-R2089 State

MONTHLY TRANSACTION NO.	FC PR-2 (RE.. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORTED [illegible]	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Jackson
		PROJECT NO. I-5-1(49)009

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 S. Ashland Jct. to Wall Cr.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-18-63	3.676
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,543,060.00	$ 3,258,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

Asst. State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

L W Backlund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-1(49)009

SOUTH ASHLAND INTERCHANGE-WALL CREEK SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 21, 1963

Type Code 6201
Roadway (Sta. 171+30.04 = 204+78.70 thru Sta. 301+23.01 = 305+80.38 to Sta. 403+50)
(Contract [illegible])

Clearing and Grubbing	All	Required		$ 150,000.00
Drainage Excavation, Unclassified	15,000	cu.yds.	$ 4.35	65,250.00
Embankment Foundation Excavation, Unclassified	76,000	cu.yds.	0.60	45,600.00
General Excavation, Unclassified	1,710,000	cu.yds.	0.92	1,573,200.00
Short Overhaul	3,120,000	yd.sta.	0.005	15,600.00
Long Overhaul	48,800	C-yd.sta.	0.40	19,520.00
Finishing Roadbed and Slopes	3.65	miles	1,500.00	5,475.00
Rounding Cutbanks	6,400	lin.ft.	0.20	1,280.00
Seeding	70	acres	125.00	8,750.00
Mulching	70	acres	150.00	10,500.00
Grass Seed, Creeping Red Fescue	700	lbs.	0.50	350.00
Grass Seed, Chewings Fescue	490	lbs.	0.50	245.00
Grass Seed, Perennial Ryegrass	210	lbs.	0.70	147.00
Grass Seed, Newport Bluegrass	350	lbs.	0.90	315.00
Dutch White Clover	350	lbs.	1.50	525.00
Inorganic Fertilizer, 10-16-8	280	cwt.	8.00	2,240.00
15-inch Culvert Pipe	250	lin.ft.	3.20	800.00
18-inch Culvert Pipe	1,020	lin.ft.	3.60	3,672.00
30-inch Culvert Pipe	210	lin.ft.	6.70	1,407.00
36-inch Culvert Pipe	600	lin.ft.	8.60	5,160.00
48-inch Culvert Pipe	450	lin.ft.	16.00	7,200.00
15-inch Corrugated Steel Pipe	28	lin.ft.	3.00	84.00
18-inch Corrugated Steel Pipe	2,480	lin.ft.	3.50	8,680.00
24-inch Corrugated Steel Pipe	170	lin.ft.	5.50	935.00
8-inch Corrugated Metal Pipe	630	lin.ft.	2.50	1,575.00
18-inch Corrugated Metal Pipe	1,550	lin.ft.	3.50	5,425.00
24-inch Corrugated Metal Pipe	14	lin.ft.	6.00	84.00
36-inch Corrugated Metal Pipe, Protected Invert, 14 gage	1,040	lin.ft.	9.00	9,360.00
48-inch Corrugated Metal Pipe, Protected Invert, 14 gage	630	lin.ft.	15.00	9,450.00
18-inch Concrete Pipe	440	lin.ft.	3.60	1,584.00
24-inch Concrete Pipe	160	lin.ft.	5.00	800.00
24-inch Half-Circle Corrugated Metal Pipe	130	lin.ft.	4.00	520.00

48-inch Half-Circle Corrugated Metal Pipe	110	lin.ft.	$ 9.00	$ 990.00
48-inch, 24-inch Half-Circle Corrugated Metal Pipe Reducers	4	only	150.00	600.00
Extra for Pipe Under Pavement	360	lin.ft.	3.00	1,080.00
8-inch Sewer Pipe	250	lin.ft.	1.50	375.00
12-inch Sewer Pipe	1,180	lin.ft.	2.50	2,950.00
18-inch Sewer Pipe	150	lin.ft.	4.00	600.00
6-inch Perforated Steel Drain Pipe	4,540	lin.ft.	2.00	9,080.00
8-inch Perforated Steel Drain Pipe	7,000	lin.ft.	2.50	17,500.00
12-inch Perforated Steel Drain Pipe	2,860	lin.ft.	3.00	8,580.00
18-inch Perforated Steel Drain Pipe	2,160	lin.ft.	4.00	8,640.00
Special Backfill in Drains	2,300	cu.yds.	5.00	11,500.00
12-inch Culvert End Sections	9	only	20.00	180.00
15-inch Culvert End Sections	1	only	25.00	25.00
18-inch Culvert End Sections	5	only	30.00	150.00
24-inch Culvert End Sections	1	only	50.00	50.00
36-inch Culvert End Sections	4	only	100.00	400.00
48-inch Culvert End Sections	2	only	200.00	400.00
2-inch Plastic Water Pipe	440	lin.ft.	1.00	440.00
1-1/4 inch Electrical Conduit	54	lin.ft.	1.00	54.00
Concrete Inlets, Type "D"	10	only	100.00	1,000.00
Concrete Inlets, Type "G-1"	24	only	100.00	2,400.00
Concrete Inlets, Type "CG-1"	2	only	100.00	200.00
Special Inlets	5	only	100.00	500.00
Concrete Manholes	5	only	550.00	2,750.00
Corrugated Metal Catch Inlets	8	only	100.00	800.00
Concrete Ditch Lining	1,800	sq.yds.	7.00	12,600.00
Class "A" Concrete in Box Culvert and Flume	700	cu.yds.	85.00	59,500.00
Metal Reinforcement in Box Culvert and Flume	122,800	lbs.	0.14	17,192.00
Class "A" Concrete in Diversion Dam	12	cu.yds.	75.00	900.00
Metal Reinforcement in Diversion Dam	640	lbs.	0.15	96.00
Concrete Outlet Anchor Blocks	5	only	450.00	2,250.00
Concrete Anchor Blocks	10	only	75.00	750.00
Junction Boxes	5	only	400.00	2,000.00
Junction Box, Sta. 265+60	All	Required		300.00
Concrete Irrigation Inlets	1	only	250.00	250.00
Reconstruct Inlet	1	only	150.00	150.00
Concrete End Pieces	1	only	200.00	200.00
Salvage and Reinstall Flashing Beacon	All	Required		750.00
Salvage and Reinstall Median Barrier	40	lin.ft.	1.00	40.00
Install Salvaged Guard Rail	800	lin.ft.	0.80	640.00
Metal Guard Rail	35,000	lin.ft.	2.40	84,000.00
Metal Median	11,400	lin.ft.	3.50	39,900.00
Rail End Pieces	34	only	3.50	119.00
Guard Rail Blocks	700	only	1.25	875.00
Type 2 Fence	2,740	rods	7.00	19,180.00
Salvage and Reinstall Type 2 Fence	100	rods	5.00	500.00

20' x 48" Metal Gate	1 only	$ 100.00	$	100.00
Guide Posts, PW-1	210 only	7.00		1,470.00
Loose Riprap	400 cu.yds.	5.00		2,000.00
Coarse Crushed Material in Base	135,600 tons	1.95		264,420.00
3/4" - 0 Material in Base	18,000 tons	1.95		35,100.00
Sprinkling	20,000 M-gals.	2.50		50,000.00
Preparation of Base	3.65 miles	300.00		1,095.00
3/4" - 0 Material in Binder Course	840 cu.yds.	3.65		3,066.00
MC-250 Asphalt	130 tons	50.00		6,500.00
Plant-Mix Bituminous Base	20,000 tons	4.10		82,000.00
Asphalt or Emulsion in Bituminous Base	900 tons	42.00		37,800.00
Asphaltic Concrete Mixture	34,400 tons	4.10		141,040.00
Asphalt in Mixture	1,900 tons	36.00		68,400.00
RS-1 Asphalt	4 tons	100.00		400.00
Asphaltic Concrete Curbs	11,300 lin.ft.	0.80		9,040.00
Asphaltic Concrete Lined Ditch	1,050 lin.ft.	2.00		2,100.00
Removal of Existing Sign Installations	All Required			150.00
Furnish 8" BP 36# Steel Piling	82 lin.ft.	7.00		574.00
Drive Steel Piles	7 only	70.00		490.00
Metal Sign Posts	All Required			350.00
Wood Sign Posts	All Required			1,200.00
Type "A" and "B" Signs in Place	343 sq.ft.	8.00		2,744.00
Type "C", "D" and "E" Signs in Place	498 sq.ft.	4.00		1,992.00
Type "F" and "G" Signs in Place	24 sq.ft.	4.50		108.00
			$	2,981,508.00
Flagging (57½% of Contractors Cost)	All Required		$	20,000.00
Signing (Temporary)	All Required			500.00
Slide Removal	All Required			100,000.00
			$	120,500.00

Utilities

Work by Talent Irrigation District	All Required	$	1,371.42

Subtotal	$ 3,103,379.42
10% Engr. & Cont.	310,337.58
Total	$ 3,413,717.00

Type Code X 220
Mill Creek Road OXing (Br. 9184)(Sta. 262+86 to Sta. 264+26)(Contract 6241)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	300 cu.yds.	$ 7.00	2,100.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Furnish 10" BP 42# Steel Piling	605 lin.ft.	5.00	3,025.00
Drive Steel Piles	22 only	80.00	1,760.00
Splice Steel Piles	6 only	30.00	180.00
Class "A" Concrete (907 cu.yds.)	All Required		75,000.00
Metal Reinforcement (214,000 lbs.)	All Required		30,000.00
8-inch Metal Drain Pipe	55 lin.ft.	4.00	220.00
	Subtotal		$ 117,585.00
	10% Engr. & Cont.		11,758.00
	Total		$ 129,343.00

Length of Roadway - - - - - - - - - - - - - - -3.649 miles
Length of 1 Structure - - - - - - - - - - - - -0.026 miles
Total Length- - - - - - - - - - - - - - - - - -3.676 miles
Cost of Roadway per Mile- - - - - - - - - - - -$935,521.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,413,717.00	$3,140,000.00	$ 273,717.00
Structure	129,343.00	118,000.00	11,343.00
	$3,543,060.00	$3,258,000.00	$ 285,060.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

WORK RETAINED IN P.S. & E. STATUS

Description	Total Cost	Federal Funds	State Funds
Pacific Power & Light Co.	$5,500.00	$5,060.00	$ 440.00
Pacific N.W. Bell Tel. Co.	1,100.00	1,010.00	90.00
	$6,600.00	$6,070.00	$ 530.00

SOUTH ASHLAND INTERCHANGE-WALL CREEK SECTION

PROJECT NO. I-5-1(49)009

Estimated cost of work by the Talent Irrigation District.

Material	$ 696.60
Labor	266.82
Equipment	408.00
Lump Sum	$1,371.42

Oregon State Highway Department

Federal Aid
Project No. I-5-1(49)009

SOUTH ASHLAND INTERCHANGE-WALL CREEK SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, February 25, 1963

Type Code 6201
Roadway (Sta. 1716+30.04 = 204+78.70 thru Equa. 301+23.01 = 305+80.38 to Sta. 403+50)

Clearing and Grubbing	All	Required		$ 136,500.00
Drainage Excavation, Unclassified	15,000	cu.yds.	$ 3.00	45,000.00
Embankment Foundation Excavation, Unclassified	76,000	cu.yds.	0.75	57,000.00
General Excavation, Unclassified	1,710,000	cu.yds.	0.78	1,333,800.00
Short Overhaul	3,120,000	yd.sta.	0.01	31,200.00
Long Overhaul	48,800	C-yd.sta.	0.40	19,520.00
Finishing Roadbed and Slopes	3.65	mi.	1,500.00	5,475.00
Rounding Cutbanks	6,400	lin.ft.	0.20	1,280.00
Seeding	70	acres	100.00	7,000.00
Mulching	70	acres	175.00	12,250.00
Grass Seed, Creeping Red Fescue	700	lbs.	0.60	420.00
Grass Seed, Chewings Fescue	490	lbs.	0.60	294.00
Grass Seed, Perennial Ryegrass	210	lbs.	0.30	63.00
Grass Seed, Newport Bluegrass	350	lbs.	1.00	350.00
Dutch White Clover	350	lbs.	1.00	350.00
Inorganic Fertilizer, 10-16-8	280	cwt.	5.00	1,400.00
15-inch Culvert Pipe	250	lin.ft.	3.50	875.00
18-inch Culvert Pipe	1,020	lin.ft.	4.50	4,590.00
30-inch Culvert Pipe	210	lin.ft.	8.50	1,785.00
36-inch Culvert Pipe	600	lin.ft.	10.00	6,000.00
48-inch Culvert Pipe	450	lin.ft.	15.00	6,750.00
15-inch Corrugated Steel Pipe	28	lin.ft.	4.00	112.00
18-inch Corrugated Steel Pipe	2,480	lin.ft.	5.00	12,400.00
24-inch Corrugated Steel Pipe	170	lin.ft.	7.50	1,275.00
8-inch Corrugated Metal Pipe	630	lin.ft.	2.75	1,732.50
18-inch Corrugated Metal Pipe	1,550	lin.ft.	5.00	7,750.00
24-inch Corrugated Metal Pipe	14	lin.ft.	7.50	105.00
36-inch Corrugated Metal Pipe, Protected Invert, 14 Gage	1,040	lin.ft.	15.00	15,600.00
48-inch Corrugated Metal Pipe, Protected Invert, 14 Gage	630	lin.ft.	26.00	16,380.00
18-inch Concrete Pipe	440	lin.ft.	4.50	1,980.00
24-inch Concrete Pipe	160	lin.ft.	6.00	960.00
24-inch Half-Circle Corrugated Metal Pipe	130	lin.ft.	6.50	845.00
48-inch Half-Circle Corrugated Metal Pipe	110	lin.ft.	15.00	1,650.00
48-inch - 24-inch Half-Circle Corrugated Metal Pipe Reducers	4	only	200.00	800.00

Extra for Pipe under Pavement	360	lin.ft.	$ 5.00	$ 1,800.00
8-inch Sewer Pipe	250	lin.ft.	2.00	500.00
12-inch Sewer Pipe	1,180	lin.ft.	2.50	2,950.00
18-inch Sewer Pipe	150	lin.ft.	3.75	562.50
6-inch Perforated Steel Drain Pipe	4,540	lin.ft.	2.00	9,080.00
8-inch Perforated Steel Drain Pipe	7,000	lin.ft.	2.75	19,250.00
12-inch Perforated Steel Drain Pipe	2,860	lin.ft.	3.75	10,725.00
18-inch Perforated Steel Drain Pipe	2,160	lin.ft.	4.25	9,180.00
Special Backfill in Drains	2,300	cu.yds.	6.00	13,800.00
12-inch Culvert End Sections	9	only	35.00	315.00
15-inch Culvert End Sections	1	only	40.00	40.00
18-inch Culvert End Sections	5	only	46.00	230.00
24-inch Culvert End Sections	1	only	60.00	60.00
36-inch Culvert End Sections	4	only	135.00	540.00
48-inch Culvert End Sections	2	only	250.00	500.00
2-inch Plastic Water Pipe	440	lin.ft.	1.50	660.00
1-1/4 inch Electrical Conduit	54	lin.ft.	1.00	54.00
Concrete Inlets, Type "D"	10	only	130.00	1,300.00
Concrete Inlets, Type "G-1"	24	only	85.00	2,040.00
Concrete Inlets, Type "CG-1"	2	only	90.00	180.00
Special Inlets	5	only	100.00	500.00
Concrete Manholes	5	only	300.00	1,500.00
Corrugated Metal Catch Inlets	8	only	60.00	480.00
Concrete Ditch Lining	1,800	sq.yds.	6.50	11,700.00
Class "A" Concrete in Box Culvert and Flume	700	cu.yds.	60.00	42,000.00
Metal Reinforcement in Box Culvert and Flume	122,800	lbs.	0.14	17,192.00
Class "A" Concrete in Diversion Dam	12	cu.yds.	65.00	780.00
Metal Reinforcement in Diversion Dam	640	lbs.	0.14	89.60
Concrete Outlet Anchor Blocks	5	only	200.00	1,000.00
Concrete Anchor Blocks	10	only	75.00	750.00
Junction Boxes	5	only	150.00	750.00
Junction Box, Sta. 265+60	All	Required		125.00
Concrete Irrigation Inlets	1	only	150.00	150.00
Reconstruct Inlet	1	only	75.00	75.00
Concrete End Pieces	1	only	75.00	75.00
Salvage and Reinstall Flashing Beacon	All	Required		250.00
Salvage and Reinstall Median Barrier	40	lin.ft.	1.50	60.00
Install Salvaged Guard Rail	800	lin.ft.	1.50	1,200.00
Metal Guard Rail	35,000	lin.ft.	2.50	87,500.00
Metal Median	11,400	lin.ft.	3.75	42,750.00
Rail End Pieces	34	only	5.00	170.00
Guard Rail Blocks	700	only	1.00	700.00
Type 2 Fence	2,740	rods	7.00	19,180.00
Salvage and Reinstall Type 2 Fence	100	rods	5.50	550.00
20' x 48" Metal Gate	1	only	100.00	100.00
Guide Posts, FM-1	210	only	7.00	1,470.00
Loose Riprap	400	cu.yds.	4.00	1,600.00

Coarse Crushed Material in Base	135,600	tons	$ 1.85	$ 250,860.00
3/4" - 0 Material in Base	18,000	tons	1.95	35,100.00
Sprinkling	20,000	M-gal.	2.50	50,000.00
Preparation of Base	3.65	mi.	400.00	1,460.00
3/4" - 0 Material in Binder Course	840	cu.yds.	4.25	3,570.00
RC-250 Asphalt	130	tons	48.00	6,240.00
Plant-Mix Bituminous Base	20,000	tons	2.50	50,000.00
Asphaltic Emulsion in Bituminous Base	900	tons	34.00	30,600.00
Asphaltic Concrete Mixture	34,400	tons	4.25	146,200.00
Asphalt in Mixture	1,900	tons	34.00	64,600.00
RS-1 Asphalt	4	tons	75.00	300.00
Asphaltic Concrete Curbs	11,300	lin.ft.	0.80	9,040.00
Asphaltic Concrete Lined Ditch	1,050	lin.ft.	2.00	2,100.00
Removal of Existing Sign Installations	All	Required		100.00
Furnish 8" BP 36# Steel Piling	82	lin.ft.	5.50	451.00
Drive Steel Piles	7	only	100.00	700.00
Metal Sign Posts	All	Required		310.00
Wood Sign Posts	All	Required		800.00
Type "A" and "B" Signs in Place	343	sq.ft.	7.00	2,401.00
Type "C", "D" and "R" Signs in Place	498	sq.ft.	3.75	1,867.50
Type "F" and "G" Signs in Place	24	sq.ft.	4.00	96.00
				$2,696,750.10

Flagging (57½% of Contractor's Cost)	All	Required		$ 20,000.00
Signing (Temporary)	All	Required		500.00
Slide Removal	All	Required		100,000.00
				$ 120,500.00

Utilities

Work by Pacific Power & Light Co.	All	Required		$ 5,000.00
Work by Pacific Northwest Bell Tel. Co.	All	Required		1,000.00
Work by Talent Irrigation District	All	Required		1,500.00
				$ 7,500.00
	Subtotal			$2,824,750.10
	10% Engr. & Cont.			282,474.90
	Total			$3,107,225.00

Type Code X220
Neil Creek Road O'xing (Br. 9184)(Sta. 262+86 to Sta. 264+26)

Shoring, Cribbing, etc.	All	Required		$ 1,000.00
Structural Excavation	300	cu.yds.	$ 6.00	1,800.00
Structural Excavation Below Elevation Shown	30	cu.yds.	8.00	240.00
Furnish 10" BP 42# Steel Piling	605	lin.ft.	5.00	3,025.00
Drive Steel Piles	22	only	60.00	1,320.00

Splice Steel Piles	6 only	$ 40.00	$ 240.00
Class "A" Concrete (907 cu.yds at $70)	All Required		63,490.00
Metal Reinforcement (214,000 lbs. at $0.13)	All Required		27,820.00
8-inch Metal Drain Pipe	55 lin.ft.	4.00	220.00
	Subtotal		$ 99,155.00
	10% Engr. & Cont.		9,915.00
	Total		$ 109,070.00

Length of Roadway	3.649 Miles
Length of 1 Structure	0.026 Miles
Total Length	3.676 Miles
Cost of Roadway Per Mile	$851,527.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,107,225.00	$2,858,000.00	$ 249,225.00
Structure	109,070.00	100,000.00	9,070.00
	$3,216,295.00	$2,958,000.00	$ 258,295.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(49)009

SOUTH ASHLAND INTERCHANGE-WALL CREEK SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 11, 1963

Type Code 6201
Roadway (Sta. 1716+30.04=204+78.70 thru Equa. 301+23.01=305+80.38 to Sta. 403+50)

Clearing and Grubbing	All	Required		$ 136,500.00
Drainage Excavation, Unclassified	15,000	cu.yds.	$ 3.00	45,000.00
Embankment Foundation Excavation, Unclassified	76,000	cu.yds.	0.75	57,000.00
General Excavation, Unclassified	1,710,000	cu.yds.	0.78	1,333,800.00
Short Overhaul	3,120,000	yd.stas.	0.01	31,200.00
Long Overhaul	48,800	C-yd.stas.	0.40	19,520.00
Finishing Roadbed and Slopes	3.65	miles	1,500.00	5,475.00
Rounding Cutbanks	6,400	lin.ft.	0.20	1,280.00
Seeding	70	acres	100.00	7,000.00
Mulching	70	acres	175.00	12,250.00
Grass Seed, Creeping Red Fescue	700	lbs.	0.60	420.00
Grass Seed, Chewings Fescue	490	lbs.	0.60	294.00
Grass Seed, Perenial Ryegrass	210	lbs.	0.30	63.00
Grass Seed, Newport Bluegrass	350	lbs.	1.00	350.00
Dutch White Clover	350	lbs.	1.00	350.00
Inorganic Fertilizer, 10-16-8	280	CWT	5.00	1,400.00
15-inch Culvert Pipe	250	lin.ft.	3.50	875.00
18-inch Culvert Pipe	1,020	lin.ft.	4.50	4,590.00
30-inch Culvert Pipe	210	lin.ft.	8.50	1,785.00
36-inch Culvert Pipe	600	lin.ft.	10.00	6,000.00
48-inch Culvert Pipe	450	lin.ft.	15.00	6,750.00
15-inch Corrugated Steel Pipe	28	lin.ft.	4.00	112.00
18-inch Corrugated Steel Pipe	2,480	lin.ft.	5.00	12,400.00
24-inch Corrugated Steel Pipe	170	lin.ft.	7.50	1,275.00
8-inch Corrugated Metal Pipe	630	lin.ft.	2.75	1,732.50
18-inch Corrugated Metal Pipe	1,550	lin.ft.	5.00	7,750.00
24-inch Corrugated Metal Pipe	14	lin.ft.	7.50	105.00
36-inch Corrugated Metal Pipe, Protected Invert, 14 Gage	1,040	lin.ft.	15.00	15,600.00
48-inch Corrugated Metal Pipe, Protected Invert, 14 Gage	630	lin.ft.	26.00	16,380.00
18-inch Concrete Pipe	440	lin.ft.	4.50	1,980.00
24-inch Concrete Pipe	160	lin.ft.	6.00	960.00
24-inch Half-Circle Corrugated Metal Pipe	130	lin.ft.	6.50	845.00
48-inch Half-Circle Corrugated Metal Pipe	110	lin.ft.	15.00	1,650.00
48-Inch -24 Inch Halfcircle corrugated Metal Pipe Reducers	4	Only	200.00	800.00

(BPR made correction

Extra for Pipe Under Pavement	360	lin.ft.	$ 5.00	$ 1,800.00
8-inch Sewer Pipe	250	lin.ft.	2.00	500.00
12-inch Sewer Pipe	1,180	lin.ft.	2.50	2,950.00
18-inch Sewer Pipe	150	lin.ft.	3.75	562.50
6-inch Perforated Steel Drain Pipe	4,540	lin.ft.	2.00	9,080.00
8-inch Perforated Steel Drain Pipe	7,000	lin.ft.	2.75	19,250.00
12-inch Perforated Steel Drain Pipe	2,860	lin.ft.	3.75	10,725.00
18-inch Perforated Steel Drain Pipe	2,160	lin.ft.	4.25	9,180.00
Special Backfill in Drains	2,300	cu.yds.	6.00	13,800.00
12-inch Culvert End Sections	9	only	35.00	315.00
15-inch Culvert End Sections	1	only	40.00	40.00
18-inch Culvert End Sections	5	only	46.00	230.00
24-inch Culvert End Sections	1	only	60.00	60.00
36-inch Culvert End Sections	4	only	135.00	540.00
48-inch Culvert End Sections	2	only	250.00	500.00
2-inch Plastic Water Pipe	440	lin.ft.	1.50	660.00
1¼-inch Electrical Conduit	54	lin.ft.	1.00	54.00
Concrete Inlets, Type "D"	10	only	130.00	1,300.00
Concrete Inlets, Type "G-1"	24	only	85.00	2,040.00
Concrete Inlets, Type "CG-1"	2	only	90.00	180.00
Special Inlets	5	only	100.00	500.00
Concrete Manholes	5	only	300.00	1,500.00
Corrugated Metal Catch Inlets	8	only	60.00	480.00
Concrete Ditch Lining	1,800	sq.yds.	6.50	11,700.00
Class "A" Concrete in Box Culvert and Flume	700	cu.yds.	60.00	42,000.00
Metal Reinforcement in Box Culvert and Flume	122,800	lbs.	0.14	17,192.00
Class "A" Concrete in Diversion Dam	12	cu.yds.	65.00	780.00
Metal Reinforcement in Diversion Dam	640	lbs.	0.14	89.60
Concrete Outlet Anchor Blocks	5	only	200.00	1,000.00
Concrete Anchor Blocks	10	only	75.00	750.00
Junction Boxes	5	only	150.00	750.00
Junction Box, Sta. 265+60	All	Required		125.00
Concrete Irrigation Inlets	1	only	150.00	150.00
Reconstruct Inlet	1	only	75.00	75.00
Concrete End Pieces	1	only	75.00	75.00
Salvage and Reinstall Flashing Beacon	All	Required		250.00
Salvage and Reinstall Median Barrier	40	lin.ft.	1.50	60.00
Install Salvaged Guard Rail	800	lin.ft.	1.50	1,200.00
Metal Guard Rail	35,000	lin.ft.	2.50	87,500.00
Metal Median	11,400	lin.ft.	3.75	42,750.00
Rail End Pieces	34	only	5.00	170.00
Type 2 Fence	2,740	rods	7.00	19,180.00
Salvage and Reinstall Type 2 Fence	100	rods	5.50	550.00
20' x 48" Metal Gate	1	only	100.00	100.00
Guide Posts, PW-1	210	only	7.00	1,470.00
Loose Riprap	400	cu.yds.	4.00	1,600.00
Coarse Crushed Material in Base	135,600	tons	1.85	250,860.00
3/4" - 0 Material in Base	18,000	tons	1.95	35,100.00

Sprinkling	20,000 M-gals.	$ 2.50	$ 50,000.00
Preparation of Base	3.65 miles	400.00	1,460.00
3/4" - 0 Material in Binder Course	840 cu.yds.	4.25	3,570.00
RC-250 Asphalt	130 tons	48.00	6,240.00
Plant-Mix Bituminous Base	20,000 tons	2.50	50,000.00
Asphalt or Emulsion in Bituminous Base	900 tons	34.00	30,600.00
Asphaltic Concrete Mixture	34,400 tons	4.25	146,200.00
Asphalt in Mixture	1,900 tons	34.00	64,600.00
RS-1 Asphalt	4 tons	75.00	300.00
Asphaltic Concrete Curbs	11,300 lin.ft.	0.80	9,040.00
Asphaltic Concrete Lined Ditch	1,050 lin.ft.	2.00	2,100.00
Removal of Existing Sign Installations	All Required		100.00
Furnish 8" BP 36# Steel Piling	82 lin.ft.	5.50	451.00
Drive Steel Piles	7 only	100.00	700.00
Metal Sign Posts	All Required		310.00
Wood Sign Posts	All Required		800.00
Type "A" and "B" Signs in Place	343 sq.ft.	7.00	2,401.00
Type "C" "D" and "R" Signs in Place	498 sq.ft.	3.75	1,867.50
Type "F" and "G" Signs in Place	24 sq.ft.	4.00	96.00
			$2,696,050.10
Flagging (57½% of Contractor's Cost)	All Required		$ 20,000.00
Signing (Temporary)	All Required		500.00
Slide Removal	All Required		100,000.00
			$ 120,500.00
Utilities			
Work by Pacific Power & Light Co.	All Required		$ 5,000.00
Work by Pacific Northwest Bell Tel. Co.	All Required		1,000.00
Work by Talent Irrigation District	All Required		1,500.00
			$ 7,500.00
	Subtotal		$2,824,050.10
	10% Engr. & Cont.		282,404.90
	Total		$3,106,455.00

Type Code X220
Mill Creek Road O'xing (Br. 9184)(Sta. 262+86 to Sta. 264+26)

Shoring, Cribbing, Etc.	All Required		$ 1,000.00
Structural Excavation	300 cu.yds.	$ 6.00	1,800.00
Structural Excavation Below Elevation Shown	30 cu.yds.	8.00	240.00

Furnish 10" BP 42# Steel Piling	605 lin.ft.	$ 5.00	$ 3,025.00
Drive Steel Piles	22 only	60.00	1,320.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete (907 cu.yds. $70.00)	All Required		63,490.00
Metal Reinforcement (214,000 lbs. $0.13)	All Required		27,820.00
8-inch Metal Drain Pipe	55 lin.ft.	4.00	220.00
	Subtotal		$ 99,155.00
	10% Engr. & Cont.		9,915.00
	Total		$ 109,070.00

Length of Roadway - - - - - - - - - - - 3.649 Miles
Length of 1 Structure - - - - - - - - - 0.026 Mile
Total Length - - - - - - - - - - - - - 3.676 Miles
Cost of Roadway Per Mile - - - - - - $851,316.79

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,106,455.00	$2,857,000.00	$249,455.00
Structure	109,070.00	100,000.00	9,070.00
	$3,215,525.00	$2,957,000.00	$258,525.00

RECEIVED
JUL 8 1966

FOR FILING

5-1(49)

65-11

July 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Project I-5-1(49)009
S. Ashland-Wall Cr. Section

Dear Sir:

During the construction of the S. Ashland-Wall Creek Section, Project I-5-1(49)009, a fill slope slide developed on the southeast side of the roadway between Stations 290 and 292. This slide was noted in the Area Engineer's "Intermediate Construction Inspection Reports" of June 15, 1965. An "Extra Work Order" to correct the slide condition by excavating a toe trench and backfilling with rock was approved. The corrective work was accomplished and to all indications had remedied the condition at the time of the Area Engineer's "Final Report" of October 28, 1965 as no mention was made of continuing slide activity.

The above fill slide area reactivated during the winter of 1965-1966 and its movements caused cracks across all four lanes at the southerly end of the area and an apparent dip across the four lanes at the northerly end of the area. It is our opinion that corrective action must be taken in the immediate future or winter rains will cause a failure which will take out all four lanes of the highway.

In view of the fact the slide condition developed during the construction of the section and its correction was eligible for Interstate funding and the present slide is a continuation of the original, we request your approval of the eligibility of the additional corrective work for Interstate funding. Required project programming procedure will be initiated upon receipt of such approval.

We are enclosing a copy of Mr. Quiner's memorandum, dated May 26, 1966, relative to the existing slide condition and proposed corrective work with attached sketch map.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ak

cc: F. D. Morgan
R. N. Chase

FORM 2-50 30M 8-65 SP*0470-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 26, 1966

CONSTRUCTION
DIVISION

SUBJECT: S. Ashland-Wall Creek
Neil Creek Slide
Interstate 5
Jackson County

To: F. D. Morgan
Construction Engineer

SALEM

Attention: C. L. Decker

I am enclosing herewith one roll of cross sections, two drill logs and a sketch outlining the extent of the slide area on the subject project. On May 18, Bill Brown, Resident Engineer, and Cliff Christianson, Bureau of Public Roads, accompanied me on an inspection of this slide. The purpose of this meeting was to acquaint the Bureau with the extent of the slide and discuss a possible solution for the correction of this slide. It was further hoped that the Bureau could be persuaded into participating in the slide correction work. Mr. Christianson stated that once a job had received the final inspection by the Bureau of Public Roads, any work necessary after that date was considered maintenance. However, he indicated that he would check through their PPMs and determine if there was any way that they might participate in the slide correction.

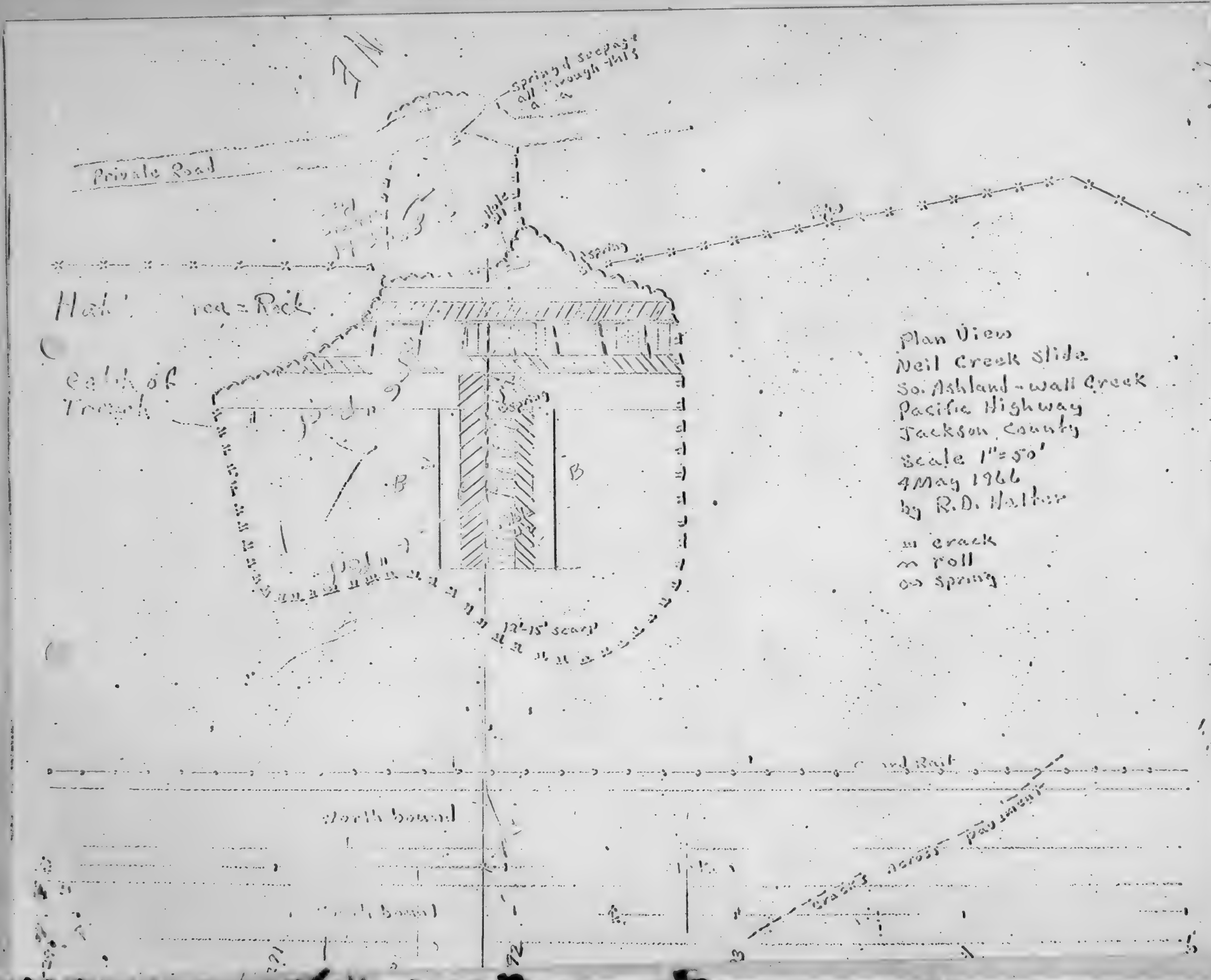
Our Division Geologist, R. J. Van Cleave, has made two drill hole investigations through the slide area and has come up with the proposed toe trench installation. The method of installing this toe trench is pictured near the center of the cross sections (roll of cross sections). In addition to the toe trench you will note a perpendicular trench to be excavated at right angles to the highway up through the slide area. The sequence of construction will be to start excavating at the toe trench and excavate uphill in the perpendicular trench placing drainage and large rock as the excavation progresses up the slope so that only a small portion of the slide area is open at a time. When the perpendicular trench is completed, the toe trench will then be excavated and backfilled with rock. Not shown on the cross sections is a drainage ditch leading out from the toe trench to drain this area. The estimated cost of this work is $25,372.

On the sketch showing the extent of the slide area, you will note that there are cracks across all four lanes of the freeway. At the northerly end of the slide there appears to be a dip across the freeway, but to date there are no cracks visible. It is felt by all who have viewed this slide that the only thing that is preventing the entire highway from sliding isthe original toe trench that was placed during construction. As you will recall, this same area slid just after the completion of the job. The slide was removed under an extra work order and large rock was replaced in the toe trench that was built. At the time this extra work order was performed, we excavated some 10 to 12 feet deeper than we had anticipated. As you will note on the drill log for hole number 2, the boulders were placed down to 18 ft. with an apparent slip plane lying at 19 or 20 ft. It is felt that this work should not be delayed and should be performed before this coming winter. It is felt that without proper support any added water from the winter rains would defintely cause a failure to occur that would completely take out all four lanes of Interstate 5.

John Quiner II

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf
Attach.



Plan View
Neil Creek Slide
So. Ashland - wall Creek
Pacific Highway
Jackson County
Scale 1"=50'
4 May 1966
by R.D. Halter

ııı crack
m roll
o-> spring

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FEB 15 1966

FOR FILING

I-5-1 (49) 009

6241

February 14, 1966

The Aetna Casualty and Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $1,303.03 will be made to Peter Kiewit Sons' Company on Contract No. 6241 for grading, paving, structure and signing on the South Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $3,467,937.17 including the post-final payment. Of the total $105,949.56 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Peter Kiewit Sons' Company
711 East Main Street
Medford, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
FEB 1 - 1966

FOR FILING

I-5-1(49)

6241

January 31, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. I-5-1(49)009

Dear Sir:

Your November 5, 1965, endorsement noted that contract work on Contract No. 6241, South Ashland Interchange - Wall Creek Section in Jackson County, Federal-Aid Project No. I-5-1(49)009, was satisfactory. The State Highway Commission authorized acceptance of the contract as of January 24, 1966.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under State Force Order
by State Forces, or others, completed 11-28-65.

Contractor's wage certification is dated 1-12-66.

Attachments are as follows:

Materials Report, FM-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NKG:dc

cc: C. H. Maison
F. D. Morgan
R. N. Chase

RECEIVED
JAN 25 1966
FOR FILING

I-5-1(49)009

6241

January 24, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 22, 1965, on Contract No. 6241. The contract was with Peter Kiewit Sons' Co. and was for grading, paving, structures and signing on the South Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifiations, I recommend that you accept the project effective this date.

This will be presented to you for confirmation at the Commission meeting on January 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
JAN 21 1966

I-5-1(49)-9

6241

Oregon State Highway Department

January 20, 1966

Accounting Division (✓)
Bridge Division (✓)
Construction Division (✓)

Traffic Division ( )
Division Engineer (No. 3) (✓)
Maintenance Division ( )
(Seeding & Mulching Sec.)

Project No. I-5-1(49)009, S. Ashland Interchange-Wall Creek Section, Contract No. 6241, Prefix 615-1007, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by January 31, 1966 so that the project can be finaled and the prefix canceled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

PH:jb

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NOV 10 1965
FORM E-1882 30M 9-64
FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-5-1 (49) 009

6241

November 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 22, 1965, on Contract No. 6241, S. Ashland Interchange-Wall Creek Section, in Jackson County, in connection with Federal-Aid Project Number I-5-1(49)009.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

REFERRED TO
Young - Morgan
Asst. State Hwy. Engr.
11-10-65

Bureau of Public Roads
Oregon Division Office Endorsement

Date: November 5, 1965

Conditions noted on above date: *

A. W. Parsons
Division Engineer

By: M E Martin
M. E. Martin
District Engineer

* A final inspection of the project was made on October 19, 1965. At that time all work except slide correction at Station 291± was complete and this work was in progress. It was estimated that it would take 3 to 4 days to complete this work. On advice of the Resident Engineer that this work has been completed the project will be accepted as complete.

FM:nig

RECEIVED
NOV 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: South Ashland Interchange-Wall Creek

WEEK ENDING: October 22, 1965

SECTION PREFIX: 615-1007

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: South Ashland Interchange - Wall Creek

KIND OF WORK: Grading, Paving, Structure and Signing

CONTRACTOR: Peter Kiewit Son's Co.

CONTRACT NUMBER: 6241

FEDERAL AID PROJECT NUMBER: [illegible] I-5-1(49)009

DATE OF CONTRACT: March 14, 1963

DATE WORK STARTED: March 18, 1963

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 8 SUPERVISION 1

SPECIFIED WORK DAYS 272

WORK DAYS USED 273

SPECIFIED CALENDAR DAYS [illegible]

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 100.4

PROJECT AUTHORIZATION: 3,630,479.63

EXCLUSIVE OF ENGINEERING: 3,372,312.19

ENGINEERING AUTHORIZATION: 258,167.44

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.9

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING: 3,317,642.64

ENGINEERING COST TO DATE: 249,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.5

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 0.1%

PERCENT OF AUTHORIZATION: 97 %

DATE PROJECT WAS COMPLETED: October 22, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Structure	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.65	3.65			3.65
MILES PARTIALLY COMPLETED	3.65	3.65			3.65
MILES COMPLETED	3.65	3.65			3.65
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,710,000	153,600			54,400
TOTAL QUANTITIES CORRECTED TO DATE	1,710,000	153,600			54,400
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,710,000	153,600			54,400
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK

1 D-8 Dozer 1 Pickup 3 Dump Trucks 1 Loader 1 Shovel

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair	No		
TUESDAY	Fair	No		
WEDNESDAY	Fair	No		UEN GIFFORD
THURSDAY	Fair	No		
FRIDAY	Fair	No		
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	–
MONDAY	Scoop-Backhoe pushing rock away from highway shoulder at Slide area Sta. 292 Lt. 3 Dump Trucks hauling rock for riprap to slide area at Sta. 292 Lt. Spreading straw mm mulch on seeded area over pipe in fill slope Sta. 334 Lt.
TUESDAY	D-8 placing riprap and fill material into slide area in fill slope Sta. 292 Lt. Hauling rocks for riprap material to slide area Sta. 292 Lt.
WEDNESDAY	Placing material in slide area in fill slope Sta. 292 Lt. 2 men preparing fill slope for seed and mulch.
THURSDAY	Same as Wednesday.
FRIDAY	Placing fill material in slide area Sta. 292 Lt. in fill slope. 2 Men seeding and mulching
SATURDAY	

REMARKS

Nichols, Mills, Swegler, of B.P.R. and Williams and Glenn of O.S.H.D. made final inspection on project Wednesday.

Semi-Final estimate was submitted on this project on April 19, 1965.

All Extra Work completed mm Friday, equipment will be removed Saturday or Monday.

This will be the final weekly report on this project.

H H Robertson

SIGNED Bill E. Brown LOCATION Ashland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
OCT 5 - 1965
[illegible]

I-5-1(49)009

6241

Map filed in
#6340

October 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

6340

Re: Oregon Projects I-5-1(51)18 and
I-5-1(49)09, 12th Street (Medford) -
N. Ashland and S. Ashland - Wall - 6241
Creek Sections

Dear Sir:

Your letter of March 27, 1964, subject as above, authorized us to proceed with the acquisition of property for the proposed Suncrest Safety Rest Area.

In dealing with the Jackson County for the rest area site, they requested us to purchase all of their property east of Bear Creek as it is severed from all road access. This we are willing to do, requesting Federal participation for only five acres of the total. We believe this is justified from an appearance standpoint. It would also provide space for possible future enlargement of the rest area.

Rather than restricting the access control line to the area originally proposed for rest area development, we recommend and request that approval be obtained to establish the access control and fence line in the location shown on the attached plot plan of the Suncrest Rest Area.

Your early and favorable action will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Lloyd P. Shaw
F. D. Morgan
L. H. Young
David Talbot
D. H. Moehring
L. R. Chandler

Attachment

MHA:de srb

RECEIVED
FEB 2 - 1966
FOR FILING

[illegible]

[illegible]

[illegible]

August 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of project agreement for the South Ashland Interchange - Wall Creek Section, Project No. I-5-1(49)009.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

615-1007

CL:kc

Oregon State Highway Department

Federal Aid
Project No. I-5-1(49)009

SOUTH ASHLAND INTERCHANGE-HALL CREEK SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices and revised to include approved price agreements.)

Salem, Oregon, August 5, 1965

Type Code 6201
Roadway (Sta. 1716+30.04=204+78.70 through equation 301+23.01=305+00.38 to Sta. 403+50)
(Contract No. [illegible])

Clearing and Grubbing	All	Required		$ 150,000.00
Drainage Excavation, Unclassified	15,000	cu.yd.	4.35	65,250.00
Embankment Foundation Excavation, Unclassified	76,000	cu.yd.	0.60	45,600.00
General Excavation, Unclassified	1,710,000	cu.yd.	0.92	1,573,200.00
Short Overhaul	3,120,000	yd.sta.	0.005	15,600.00
Long Overhaul	48,800	C-yd.sta.	0.40	19,520.00
Finishing Roadbed and Slopes	3.65	miles	1,500.00	5,475.00
Rounding Cutbanks	6,400	lin. ft.	0.20	1,280.00
Seeding	70	acres	125.00	8,750.00
Mulching	70	acres	150.00	10,500.00
Grass Seed, Creeping Red Fescue	700	lbs.	0.50	350.00
Grass Seed, Chewings Fescue	490	lbs.	0.50	245.00
Grass Seed, Perennial Ryegrass	210	lbs.	0.70	147.00
Grass Seed, Newport Bluegrass	350	lbs.	0.900	315.00
Dutch White Clover	350	lbs.	1.50	525.00
Inorganic Fertilizer, 10-16-8	280	cwt.	8.00	2,240.00
15-inch Culvert Pipe	250	lin. ft.	3.20	800.00
18-inch Culvert Pipe	1,020	lin. ft.	3.60	3,672.00
30-inch Culvert Pipe	210	lin. ft.	6.70	1,407.00
36-inch Culvert Pipe	600	lin. ft.	8.60	5,160.00
48-inch Culvert Pipe	450	lin. ft.	16.00	7,200.00
15-inch Corrugated Steel Pipe	28	lin. ft.	3.00	84.00
18-inch Corrugated Steel Pipe	2,480	lin. ft.	3.50	8,680.00
24-inch Corrugated Steel Pipe	170	lin. ft.	5.50	935.00
8-inch Corrugated Metal Pipe	690	lin. ft.	2.50	1,725.00
18-inch Corrugated Metal Pipe	1,550	lin. ft.	3.50	5,425.00
24-inch Corrugated Metal Pipe	14	lin. ft.	6.00	84.00
36-inch Corrugated Metal Pipe, Protected Invert, 14 gage	1,040	lin. ft.	9.00	9,360.00
48-inch Corrugated Metal Pipe, Protected Invert, 14 gage	630	lin. ft.	15.00	9,450.00
18-inch Concrete Pipe	440	lin. ft.	3.60	1,584.00
24-inch Concrete Pipe	160	lin. ft.	5.00	800.00
24-inch Half-Circle Corrugated Metal Pipe	130	lin. ft.	4.00	520.00

48 Inch Half-Circle Corrugated Metal Pipe	110 lin.ft.	$ 9.00	$ 990.00
48 Inch - 24 Inch Half-Circle Corrugated Metal Pipe Reducers	4 only	150.00	600.00
Extra for Pipe Under Pavement	360 lin.ft.	3.00	1,080.00
8 Inch Sewer Pipe	250 lin.ft.	1.50	375.00
12 Inch Sewer Pipe	1,180 lin.ft.	2.50	2,950.00
18 Inch Sewer Pipe	150 lin.ft.	4.00	600.00
6 Inch Perforated Steel Drain Pipe	4,500 lin.ft.	2.00	9,080.00
8 Inch Perforated Steel Drain Pipe	7,000 lin.ft.	2.50	17,500.00
12 Inch Perforated Steel Drain Pipe	2,860 lin.ft.	3.00	8,580.00
18 Inch Perforated Steel Drain Pipe	2,160 lin.ft.	4.00	8,640.00
Special Backfill in Drains	2,300 cu.yds.	5.00	11,500.00
12 Inch Culvert End Sections	9 only	20.00	180.00
15 Inch Culvert End Sections	1 only	25.00	25.00
18 Inch Culvert End Sections	5 only	30.00	150.00
24 Inch Culvert End Sections	1 only	50.00	50.00
36 Inch Culvert End Sections	4 only	100.00	400.00
48 Inch Culvert End Sections	2 only	200.00	400.00
2 Inch Plastic Water Pipe	440 lin.ft.	1.00	440.00
1¼ Inch Electrical Conduit	54 lin.ft.	1.00	54.00
Concrete Inlets, Type "D"	10 only	100.00	1,000.00
Concrete Inlets, Type "G-1"	24 only	100.00	2,400.00
Concrete Inlets, Type "CG-1"	2 only	100.00	200.00
Special Inlets	5 only	100.00	500.00
Concrete Manholes	5 only	550.00	2,750.00
Corrugated Metal Catch Inlets	8 only	100.00	800.00
Concrete Ditch Lining	1,800 sq.yds.	7.00	12,600.00
Class "A" Concrete in Box Culvert and Flume	700 cu.yds.	85.00	59,500.00
Metal Reinforcement in Box Culvert and Flume	122,800 lbs.	0.14	17,192.00
Class "A" Concrete in Diversion Dam	12 cu.yds.	75.00	900.00
Metal Reinforcement in Diversion Dam	640 lbs.	0.15	96.00
Concrete Outlet Anchor Blocks	5 only	450.00	2,250.00
Concrete Anchor Blocks	10 only	75.00	750.00
Junction Boxes	5 only	400.00	2,000.00
Junction Box, Sta. 265+60	All Required		300.00
Concrete Irrigation Inlets	1 only	250.00	250.00
Reconstruct Inlet	1 only	150.00	150.00
Concrete End Pieces	1 only	200.00	200.00
Salvage and Reinstall Flashing Beacon	All Required		750.00
Salvage and Reinstall Median Barrier	40 lin.ft.	1.00	40.00
Install Salvaged Guard Rail	800 lin.ft.	0.80	640.00
Metal Guard Rail	35,000 lin.ft.	2.40	84,000.00
Metal Median	11,400 lin.ft.	3.50	39,900.00
Rail End Pieces	34 only	3.50	119.00
Guard Rail Blocks	700 only	1.25	875.00
Type 2 Fence	2,740 rods	7.00	19,180.00
Salvage and Reinstall Type 2 Fence	100 rods	5.00	500.00
20' x 48" Metal Gate	1 only	100.00	100.00
Guide Posts, PW-1	210 only	7.00	1,470.00
Loose Riprap	400 cu.yds.	5.00	2,000.00

Coarse Crushed Material in Base	135,600 tons	1.95	$ 264,420.00
3/4" - 0 Material in Base	18,000 tons	1.95	35,100.00
Sprinkling	20,000 M-gal.	2.50	50,000.00
Preparation of Base	3.65 miles	300.00	1,095.00
3/4" - 0 Material in Binder Course	840 cu.yd.	3.65	3,066.00
RC-250 Asphalt	130 tons	50.00	6,500.00
Plant-Mix Bituminous Base	20,000 tons	4.10	82,000.00
Asphaltic Emulsion in Bituminous Base	900 tons	42.00	37,800.00
Asphaltic Concrete Mixture	34,400 tons	4.10	141,040.00
Asphalt in Mixture	1,900 tons	36.00	68,400.00
RS-1 Asphalt	4 tons	100.00	400.00
Asphaltic Concrete Curbs	11,300 lin.ft.	0.80	9,040.00
Asphaltic Concrete Lined Ditch	1,050 lin.ft.	2.00	2,100.00
Removal of Existing Sign Installations	All Required		150.00
Furnish 8" BP 36# Steel Piling	82 lin.ft.	7.00	574.00
Drive Steel Piles	7 only	70.00	490.00
Metal Sign Posts	All Required		550.00
Wood Sign Posts	All Required		1,200.00
Type "A" and "B" Signs in Place	343 sq.ft.	8.00	2,744.00
Type "C", "D" and "E" Signs in Place	498 sq.ft.	4.00	1,992.00
Type "F" and "G" Signs in Place	24 sq.ft.	4.50	108.00
			$2,981,508.00
Flagging (37½% of Contractor's Cost)	All Required		20,000.00
Signing (Temporary)	All Required		500.00
Slide Removal	All Required		100,000.00
P.A. 2 Additional General Excavation	24,758.9 cu.yd.	0.92	22,778.19
P.A. 4 Additional General Excavation	24,261.8 cu.yd.	0.92	22,320.86
P.A. 6 Additional General Excavation	32,633.6 cu.yd.	0.92	30,022.91
Price Agreement No. 11 (see attached sheet)	All Required		74,731.24
			$270,353.20

Utilities

Work by Pacific Power & Light Co.	All Required	$ 3,296.00
Work by Talent Irrigation District	All Required	1,371.42
		$ 4,667.42
	Subtotal	$3,256,528.62
	10% Engr. & Cont.	325,652.38
	Total	$3,582,181.00

Type Code X220
[illegible] Creek [illegible] (Br. 9184)(Sta. 262+06 to Sta. 264+26)(Contract 6241)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structural Excavation	300 cu.yd.	7.00	2,100.00

Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	$ 300.00
Furnish 10" HP 42# Steel Piling	605 lin.ft.	5.00	3,025.00
Drive Steel Piles	22 only	80.00	1,760.00
Splice Steel Piles	6 only	30.00	180.00
Class "A" Concrete (907 cu.yd.)	All Required		75,000.000
Metal Reinforcement (214,000 lbs.)	All Required		30,000.00
8-inch Metal Drain Pipe	55 lin.ft.	4.00	220.00
	Subtotal		$117,585.00
	10% Engr. & Cont.		11,758.00
	Total		$129,343.00

Length of Roadway	3.649 miles
Length of 1 Structure	0.026 miles
Total Length	3.676 miles
Cost of Roadway per Mile	$981,688.40

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 3,582,181.00	$ 3,303,400.00	$ 278,781.00
Structure	129,343.00	118,000.00	11,343.00
	$3,711,524.00	$ 3,421,400.00	$ 290,124.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

SOUTH ASHLAND INTERCHANGE-WALL CREEK SECTION

PROJECT NO. I-5-1(40)009

Estimated cost of work by the Talent Irrigation District

Material	$ 696.60
Labor	266.82
Equipment	408.00
Lump Sum	$1,371.42

Estimated cost of work by the Pacific Power and Light Company

Materials	$2,141.00	
Labor	4,096.00	
Transportation	613.00	
Accounting (6.6%)	452.00	
Salvage Credit	-710.00	Credit
	$6,592.00	

State Share 11/22 (50%) - - - - $3,296.00

South Ashland Interchange-Wall Creek Section

Project No. I-5-1(49)009

Price Agreement No. 11

Item No.		
2	Drainage Exc. Unclassified 30 cu.yd. at $4.35	$ 130.50
4	General Excavation 40,000 cu.yd. at $0.92	36,800.00
7	Finishing Roadbed & Slopes 0.33 mi. at $1,500.00	495.00
18	18" Culvert Pipe 45 lin.ft. at $3.60	162.00
46	18" Culvert End Sections 2 ea. at $30.00	60.00
80	Guide Posts 20 ea. at $7.00	140.00
82	Coarse Crushed Material in Base 5,200 tons at $1.95	10,140.00
83	3/4" - 0 Material in Base 550 tons at $1.95	1,072.50
84	Sprinkling 550 M-gals. at $2.50	1,375.00
85	Preparation of Base 0.33 mile at $300.00	99.00
86	3/4" - 0 Material in Binder Course 60 cu.yd. at $3.65	219.00
87	RC-250 Asphalt 10 tons at $50.00	500.00
88	Plant-Mix Bituminous Base 1,350 tons at $4.10	5,535.00
89	Asphalt or Emulsion in Base 52 tons at $42.00	2,184.00
90	Asphaltic Concrete Mixture 1,800 tons at $4.10	7,380.00
91	Asphalt in Mixture 110 tons at $36.00	3,960.00
-	Type "C" Curb 13 cu.yd. at $80.00	1,040.00
-	Concrete Sidewalks 40 sq.yd. at $4.16	166.40
105	Furnish 8 BP 36 Steel Piles 64 lin.ft. at $7.00	448.00
106	Drive Steel Pile 4 ea. at $100.00	400.00
107	Metal Sign Posts 770 lbs. at $0.592	455.84
108	Wood Sign Posts 4 ea. at $38.75	155.00
109	Type "A" & "B" Signs in Place 218 sq.ft. at $8.00	1,744.00
110	Type "C" & "D" Signs in Place 17.5 sq.ft. at $4.00	70.00
	Total -	$74,731.24

RECEIVED
AUG 5 1965
FOR FILING

APPROVED

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-1(49)009
6241

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 3, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon I-5-1(49)009
South Ashland Interchange-Wall Creek Section
State Force Order No. 6

Reference is made to your letter dated July 30, 1965, concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The State has the materials in stock in sufficient quantity for the proposed installation, which is to be performed by the contractor under EWO No. 11.
2. The State can furnish this material more economically than the contractor as determined by their Chief Cost Analyst.

This letter ratifies in writing our July 23, 1965 tentative oral advance approval of the proposed method of acquisition.

Reimbursement will be made on an agreed unit price basis. A signed copy of the order is returned herewith.

RECEIVED
AUG 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young - w/ encl.
By Asst. State Hwy. Engr.
8-4-65

NOTED
E. F. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 2 3 1965 By
G-1-P Title Engr. Coord.
U.S. Bureau of Public Roads

Order No. 6

Project Name South Ashland Interchange-Wall Creek Date July 21 19 65

Highway Pacific Contract No. 6241 F. A. Project No. I-5-2(49)00

County Jackson Prefix 615-1007 Account No. 234-06

Description of Work To Be Done:

Purchase from Maintenance 282.8 lin. ft. of 24" Concrete Siphon Pipe.

Location by Station Numbers:

Station 300 to 385

Estimate of Quantities and Costs:

282.8 lin. ft. at $6.92/ft. Minus 2% Discount = $1,917.84

Explanation:
The Division Engineer wants to use this pipe, along with a short section of Gunite lined CMP for a erosion test comparison on the project. This material will be used on Extra Work Order #11.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $3,630,479.63
Present estimate of project cost, including $1,917.84 for work under this order. $3,721,445.26
Expected under-run over-run (amount) . . . . . . $ 90,965.63
Expected ~~under-run~~ over-run (per cent) 2.5

Space to right of this line is for use of Salem Office

Submitted by: /s/ B. E. Brown Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd Asst. Division Engineer

Approved: /s/ L. H. Young Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

1

RECEIVED
JUL 30 1965
FOR FILING
I-5-1(49)009
6241

July 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 234 to cover purchasing 24-inch concrete siphon pipe from State Maintenance on the South Ashland Interchange - Neil Creek Section of the Pacific Highway in Jackson County, Contract No. 6241 in connection with Federal-Aid Project No. I-5-1(49)009.

This pipe is to be used for an erosion test on eroded pipe replacement. The contractor has moved off of the project and State Material represents the most economical method of acquiring the necessary pipe.

Our Assistant Division Engineer's letter containing justification of cost by our Chief Cost Analyst is attached.

The order was tentatively recommended for approval by the BPR Area Engineer July 23, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:kc

A

FORM E-30 50M 3-65 SP*6470-734

I-5-1(49)009

6241

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 26, 1965
Salem, Oregon

SUBJECT: Slides on I-5
Construction in Siskiyou Mountains

To: Mr. F. B. Klaboe
Assistant Construction Engineer

BUILDING

As requested, an inspection of the I-5 construction from South Ashland to the California Line was made on July 14 and 15 for the purpose of determining slide conditions and adequacy of construction. This inspection was made in company with R. J. VanCleave, Division Soils Engineer, Jack McCormick, Resident Engineer, and Bill Brown, Resident Engineer.

Foundation problems under the tremendous fills on this section were anticipated. Heroic efforts were employed (see copy of attached letter to BPR re - overrun in embankment foundation on Siskiyou Station-Siskiyou Summit Section) to assure stable fill foundations. At the time of inspection all completed or partially completed fills appeared to be stable, with some vertical settlement (several inches) in evidence which was attributed to consolidation.

Cut failures have been relatively minor and I believe have been or will be adequately handled.

A review, section by section, as observed at the time of inspection, is as follows:

SOUTH ASHLAND INTERCHANGE-WALL CREEK, Contract No. 6241, Peter Kiewit Sons' Co., Contractor - 1,776,000 cu. yds. Exc.

Grading and surfacing completed. Minor fill settlements withstood epic floods in good shape. To the left of Station 290 near the toe of a fill slope some sluffing of slope has occurred. This will be corrected by a rock inlay. Depth to solid 5 to 6' -- the sluffing area is outside the main embankment foundation area which had been sub-excavated, and does not effect the integrity of the main fill.

REFERRED TO
Cooper - info only.
By Asst. State Hwy. Engr
WDK.

NOTED
FORREST COOPER

WALL CREEK-SISKIYOU STATION, Contract No. 6454, Slate-Hall, Contractor - 1,791,000 cu. yds. Exc.

Extensive embankment foundation preparation at all locations. This work in progress at time of inspection at Stations 412 and 471 on left. Corrective measures and type of construction are considered thorough and adequate. A cut slide on the right of Station 470 to Station 480 has been repaired satisfactorily.

SISKIYOU STATION-SISKIYOU SUMMIT, Contract No. 6360, Slate-Hall, Contractor - 3,502,000 cu. yds. Exc.

This grading project completed and accepted by BPR on July 22. Some one million cu. yds. of embankment foundation excavation has apparently produced stable fills. While not apparent from observation the fill at Station 630 has been checked for 4 inches of consolidation settlement. To the left of Station 542, again outside the foundation excavation area and main fill, cracks were observed in a waste material area. VanCleave will check foundation conditions before corrective measures. Considerable grading remains to be done to complete the Siskiyou Interchange complex. This work is a part of the Peter Kiewit Sons' surfacing project. Very unstable conditions are obvious here. The problems will be handled based on previous experience.

This section includes the summit cut. Spalling of slopes can be expected here due to nature of material. No major failure is expected.

SISKIYOU SUMMIT-CALIFORNIA LINE, Contract No. 6386, Heintz-Kizer, Contractors - 7,306,100 cu. yds. Exc.

At the time of inspection an estimated 80,000 to 100,000 cu. yds. of excavation remained northerly of Bear Creek. Southerly of the Bear Creek fill grading had been virtually completed. In the fill at Station 750 a settlement of some 12 inches had been restored to grade during finishing operations and the fill now appears "set". The Bear Creek fill was completed to the last few feet. Embankment foundation here was carried to solid, and the fill should remain stable. Minor cut failures were encountered and effectively handled.

The work on this entire section has been referred to as spectacular. Certainly it is tremendous. (Plan quantities of 14,485,000 cu. yds.) It appears at this time the pre-construction planning and on-the-job handling of problems has produced a satisfactory product.

F. D. Morgan
Construction Engineer

By G. L. Decker

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachment
cc: L. R. Chandler
Jack McCormick
Bill Brown
R. J. VanCleave

NOTED
F. B. KLABOE

FORM E-123X 50M 2-63

STATE COPY

RECEIVED
AUG 1965
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-1(49)009

6241

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that contract work was completed on March 10, 1965, on Contract No. 6241, S. Ashland Interchange-Wall Creek Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(49)009.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. W. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 8-2-65

Conditions noted on above date:

Final acceptance held in abeyance until installation of pipe work under Extra Work Order No. 11 is accomplished and proposed slide correction at Sta 291± is done under an Extra Work Order to be submitted.

Expedite

M E Martin
By: M. E. Martin
District Engr, BPR

A. W. Parsons
Division Engineer

REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.
8-5-65

A

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JUL 20 1965
FOR FILING

I-5-1(49)009

6241

the last statement is erroneous. Project will actuall overrun 0.01%. checked this with Mills and he concurred that error had been made

Form PR-33A
(Rev. 5-60)

cc: OSHD (Klaboe)
OSHD (T Edwards)
Region
Wash DC

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

nig

Region No. 8	Report No. 19	County Jackson	State Oregon
Date of inspection 5-18-65	Inspection made by O. Macomber, Jr. Engr., Florian Mills, Area Engr		Project No. I-5-1(49)09

In company with
R. E. Brown, Res Engr, L. R. Chandler, Div Engr, OSHD; M. E. Martin, Dist Engr, BPR

Quality of work	Progress of work	Time elapsed	Work completed	Est. compl. end of month
Satisfactory	Unsatisfactory	100.4 %	99+ %	99+ %

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

NOTED
F. B. KLABOE

SOUTH ASHLAND INTERCHANGE - WALL CREEK SECTION
PACIFIC HIGHWAY
Grading, Surfacing, Structures, Signing

(1) The project is complete except for minor pavement patching and repair of damaged corrugated metal culvert, as noted in the previous report. The pavement patching will not be accomplished until more favorable weather.

(2) No work in progress at this time.

(3) No measurements were thken, since they would be duplication of those previously taken.

No materials have been incorporated in the project since the last report.

Changes:

EWO 12	Repair of damaged culvert pipes, $35,000. These culverts were damaged due to abrasive action of material transported by water, and are covered in Report No. 17. Four damaged culverts will be replaced with steel dredge pipe, and the fifth dredge pipe, concrete siphon pipe, and a gunite lining. The gunite will be attached to the culvert invert by means of reinforcing wire connected to fastners, which in turn will be welded to the culvert. Approval is recommended.
PA16	Additional clearing, $2000. Clearing was required beyond staked areas. Approval is recommended.

Cost for this project will overrun the bid amount by approximately 11.38 percent.

Morgan
- Note & ret pl.

7-9-65
Copies sent:
Young
Chandler
Brown
Bpm

NOTED
F. B. KLABOE

EDITION OF 1-59 MAY BE USED

Form [illegible]

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JUL 29 1965

FOR FILING

I-5-1(49)009

6241

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date [illegible]
[illegible]
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS G1-F

~~Project Name~~	South Ashland Interchange-Wall Creek	Date	July 2, 1965
~~Highway~~	Pacific	Contract No.	6241
County	Jackson	Prefix	615-1007
Contractor	Peter Kiewit Son's Co.	F. A. Project No.	I-5-1(49)009
Address	P. O. Box 709, Ashland, Oregon	Order No.	12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Slide Correction work involving excavate toe trench in fill slope slide area and backfill with rock, or repair and reshape existing slopes.

Location by station numbers:

Sta. 290+00 to Sta. 293+00

Estimate of quantities and cost:

Materials	$1,000.00
Labor	4,500.00
Equipment Rental	14,500.00
TOTAL	$20,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor has removed all equipment from project also contract bid price would be inadequate for this work. Work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,630,479.63
Present estimate of project cost, including $20,000.00 for work under this order	$3,739,527.42
Expected ~~under-run~~ over-run amount	$109,047.79
Expected ~~under-run~~ over-run per cent	3.0%

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. W. Robertson
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 7-29-65

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JUN 3 - 1965
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FORM 2-20X—90M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1965

SUBJECT: Extension of Time
So. Ashland-Wall Creek Section
Pacific Highway
Contract No. 6241

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

We are returning a request for an extension of time on the subject section following receipt of your teletype dated May 28, your letter of June 1 and letter from the contractor dated May 26, 1965, which indicated that the contractor would withdraw his request.

The requested extension of one day would have been difficult to justify based on an additional overrun of some 7,000 cubic yards of embankment foundation excavation. Over 5,000 yards of this overrun were anticipated and included in the justification for the time extension which was granted previously. The remaining 2,000 yards would justify less than one-half of a day.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:bjm
Attachments

cc: F. B. Klaboe (w/attachs.)

RECEIVED
JUN 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
711 East Main Street
Medford, Oregon

MAIN OFFICE: OMAHA 31, NEBR.
1000 KIEWIT PLAZA

ADDRESS REPLY TO:

May 26, 1965

John Quiner
Assistant Division Engineer
Oregon State Highway Dept.
Roseburg, Oregon

Re: So. Ashland Interchg.-
Wall Creek Section
OSHD Contract No. 6241

Dear Mr. Quiner:

In compliance with your verbal request of this date we do hereby ask that our request for one additional day, dated 23 April 1965 on the above referenced project, be dropped. At the time of this request we did not know that the reason for said time had already been taken into consideration by Salem when thirty-two days had been granted.

Very truly yours,

PETER KIEWIT SONS' CO.

R B Miller

R. B. Miller
Medford Area Manager

RBM b

cc: Vancouver
job
B. Brown
file
Aetna Ins.

ROSEBURG DIVISION
RECEIVED
MAY [illegible] 1965
Assign .... For ....
Reply .... Action ....

FORM E-30X—50N—12-63 94677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 21, 1965

SUBJECT: S. Ashland-Wall Creek Sec.
Contract No. 6241

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Herewith a request for one additional day of allowable work days for the South Ashland-Wall Creek Section, Contract 6241.

The reason given for the request is somewhat technical and its validity can be either proved or disproved, according to the viewpoint.

Because it is borderline, I am endorsing it for possible approval.

L R Chandler
L. R. Chandler
Division Engineer

LRC:sb

Attach.

MAY 18 1965

6411

G1-P

MAY [illegible] 1965 M E Martin

U.S. [illegible] Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name South Ashland Interchange-Wall Creek
Date Apr. 30, 1965
Highway Pacific
Contract No. 6241
County Jackson
Prefix 615-1007
Contractor Peter Kiewit Sons' Co.
F. A. Project No. I-5-1(49)009
Address 6030 Hwy. 99 South, Ashland, Oregon
Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install 24" Special Analysis Steel Pipe down the slope at 5 locations throughout the project.

BPR Endorsement:
Approval recommended subject to any salvaged value that the existing pipe may have will be credited to the project.

Location by station numbers:

Station 300 to 385

Estimate of quantities and cost:

Labor	$ 4,000.00
Equipment Rental	11,000.00
Material	20,000.00
Total	$35,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The bottoms of the C.M.P. culverts down the existing slopes have worn away and are to be replaced by 24" Special Analysis Steel Pipe.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 3,630,479.63
Present estimate of project cost, including $ 35,000 for work under this order	$ 3,719,527.42
Expected ~~under-run~~ over-run amount	$ 89,047.79
Expected ~~under-run~~ over-run per cent	2.5%

Space to right of this line is for use of Salem Office

Submitted by: /s/ B. E. Brown
Resident Engineer

Approval Recommended: /s/ F. D. Morgan
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Office Engineer.

State Printing

orig w/attach to Young
5-18-65

FORM E-36 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 3, 1965

SUBJECT: Extra Work Order No. 11
S. Ashland-Wall Creek
Contract No. 6241
Jackson County

To: F. D. Morgan
Construction Engineer
Salem, Oregon

CONSTRUCTION DIVISION
RECEIVED
MAY 4 1965
NOTED-☐ ☐ ☐ ☐ ☐
CE AE ACE COE

Enclosed herewith is Order for Extra Work No. 11 on the subject project in the amount of $35,000. This extra work order is to cover the cost of furnishing and installing 24" special analysis steel culverts in place of the existing 48" and 36" pipes down the fill slopes. The attached letter from Bill E. Brown, Resident Engineer indicates the breakdown of construction items and their cost.

The five corrugated metal pipe culverts on the subject section which have eroded due to the action of decomposed granite particles have been the subject of considerable study to determine the best method of correcting this situation and repairing the damage.

An investigation made by the Materials Division indicated that several substitute materials could be used in replacing the culvets or repairing and protecting the existing pipes.

For comparison purposes, a tabulation of the nominal costs per foot of each alternate was considered based on a one foot section of pipe.

Dredge Pipe Steel	36"	$21.60 per line. ft. furnish only
Dredge Pipe Steel	24"	$ 8.90 per lineal ft., furnish only
Stainless Steel		$45.00 per lineal ft. furnish only
Rubber Sheeting	48"	$7.21 per lineal ft. furnish only
Concrete (Gunnite)		$9.00 per lineal ft.

RECEIVED
MAY 6 1965
OFFICE ENGINEERING
DIVISION

Based on the above costs, the 24" steel dredge pipe represents the most economical method of correction. An added feature of the dredger pipe is that when erosian does occur, the pipe can be rotated thereby allowing a new invert to be used.

Your approval of this method is recommended.

John Quiner II

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf
Attach.

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ashland, Oregon
April 30, 1965

To: L. R. Chandler
Division Engineer
Roseburg, Oregon

SUBJECT: E.W. O. 11
South Ashland - Wall Cr.
Contract No. 6241

Attached for your approval is the Extra Work Order to install 24" special analysis steel culverts in place of the existing 48" and 36" pipes down the fill slope. This order will supersede the previous same number order which was to repair the existing pipe with gunite.

I have estimated the cost of doing this work at $35,000.00 and have broken it down as follows.

24" S.A.P. 1860 lin ft @ $8.90 - - - - -	$16,554.00
Installation of Pipe 1860 lin ft @ $3.00 -	5,580.00
Salvage Existing Pipe 1860 lin ft" 1225 -	2,325.00
Install Trash Racks on Random Fills - - - -	3,000.00
Concrete Connection Boxes	
48" & 36" Pipe to 24" Pipe 5 ea @ $400.00 -	2,000.00
Rebuild Anchor Blocks 9 ea @ 35.00 -	315.00
Rebuild Out fed Blocks 5 ea @ 150.00 -	750.00
	$30,500.00
15% Extra Work - - - - - - -	4,500.00
Total Cost - - - -	$35,000.00

The one thig I haven't encluded is the salvage value of the existing pipe. Some of this culvert is in fair shape and could undoubtly be used in some other location.

The delivery time on this special analysis pipe is 8 weeks.

B E Brown
Bill E. Brown
Resident Engineer

CULVERT LINING EROSION STUDY

In March of 1964 a 12-inch spillway pipe in the Siskiyous was inspected and found to be in excellent condition. In February of 1965 the invert of this pipe was completely eroded through in a number of spots. In 1964, this spillway, a 12-inch corrugated steel pipe with asphalt paving on a slope of between 2:1 and 3:1, was protected by an [illegible] settling basin upstream from the culvert inlet. The [illegible] fill was brought up to grade in the ensuing months, eliminating the settling basin and permitting an undetermined quantity of decomposed granite particles to pass through the system at velocities of up to 30 to 40 fps in the spillway. Samples from the base of this material which had formed on the random fill indicated that 75 percent of the granular material was in the size range between the No. 4 and No. 60 sieves, only 1 to 2 percent was in the 3/4-inch to 2-inch range.

A study was undertaken by the Materials Division in Salem to investigate the relative abrasion resistance of several types of material which were being considered as alternate lining materials to repair the distressed spillway and to use in new installations subject to the same erosive conditions.

The materials considered were a 3/8-inch thick abrasive resistant rubber chute lining, 2 x 4 fir lumber on edge, a 2-inch thick 6-sack poured concrete, noncorrugated 11 gage stainless steel, noncorrugated 3/16-inch dredge pipe steel, noncorrugated 16 gage standard galvanized steel sheet, and, as a control, a piece of 16 gage corrugated steel with a ½-inch minimum thickness standard asphalt paving.

Each of these materials was subjected to a stream of triangular steel pellets at about 95 psi for a period of about three minutes or until the material had been penetrated. The angle of incidence of this stream was 15° and the distance from the 3/8-inch nozzle to the material was between 5 and 9.5 inches. This variation was due to a lack of complete control over the relative heights of the material surface and nozzle. The shot pattern diverged as it left the nozzle and the actual test times were adjusted by the formula:

$$Ts = \frac{As}{Aa} \quad Ta$$

where Ts = time at standard distance, taken as 8.5 inches for asphalt-steel specimen,
As = shot pattern area at standard distance,
Aa = actual shot pattern area,
Ta = actual test time,

assuming there is no change in shot velocity within the range of distances involved.

Under actual operating conditions the materials would be cooled and lubricated by water. This would have a decided effect on the abrasion resistance of asphalt and rubber, in particular, and perhaps also on the other materials. The tests were run dry with the specimens initially at about 50 F. However, the stream of shot rapidly heated the specimens and probably accelerated their failure.

The stream of shot did not deflect from the surfaces as much as anticipated but instead bored into the softer materials. The type of wear was therefore somewhat different than that experienced in the actual spillway.

The volume of material removed was determined for each specimen and the volume removed per unit adjusted time was calculated. The materials were then rated on the basis of asphalt pavement over corrugated steel.

Material	Maximum Penetration (Inches)	Actual Time, (Sec.)	Vol. Removed Per Adj. Min. (cc)	Rating
Dredge pipe steel	.02	170	.19	258
Stainless steel	.03	60	1.0	49
Rubber	3/8	160	1.4	35
Standard culvert sheet	.03	190	1.6	31
Concrete	1.4	110	25	2.0 ←
Wood	1.2	170	33	1.5
Asphalt-corrugated steel	1.0	175	49	1.0

These results indicate that wood and concrete have no particular advantage over the original installation. Smooth standard culvert sheet would apparently give much better results, not taking into account loss of material by rust. Rubber would also do a much better job and would not be subject to rust. (Also, I am told that a more abrasion resistant rubber formulation is possible.) Stainless steel is more resistant than regular steel and special analysis dredge pipe steel is much better than standard steel.

The apparent superiority of smooth culvert stock over asphalt covered corrugated steel is due partly to the inclusion of the volume of asphalt removed volume/minute figure for the latter and partly to the larger angle of incidence of the shot stream in cutting through the upstream face of the corrugation. In actual practice corrugations would create disturbance pockets which would cause corrugated steel to erode faster than similar smooth steel.

[illegible] would probably rate better than indicated here because of the cooling of the water.

The stainless steel specimen was so thin that it deformed under the pressure of the test stream, forming a wave front which was punctured by the stream in a short time. Test results with a thicker specimen might be quite different, though it is anticipated that they would indicate a superiority over standard culvert stock.

11/15 20
[illegible] for
12 gauge

Apr. 1, 1965

John C. Jenkins

RECEIVED
MAY 19 1965
FOR FILING

6241

April 20, 1965

3 f

4-20-65

Peter Kiewit Sons' Company
711 East Main Street
Medford, Oregon

Gentlemen:

The State Highway Commission at its meeting on April 20 considered your request for 69.7 additional workdays to complete Contract No. 6241 for grading, paving, structure, and signing on South Ashland Interchange-Wall Creek Section of Pacific Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 32 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc L. R. Chandler
Bill E. Brown
Frank Morgan
L. H. Young
C. H. Matson
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6241 Contractor Peter Kiewit Son's Co.

Highway Pacific

Section S. Ashland Interchange - Wall Creek

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ **GRANTED**. The reasons for such recommendation are as follows:

Extra time required to perform work involved in over-run of contract quantities of Embankment Foundation Excavation and Perforated Steel Drain Pipe. Extra time required to perform work involved in Price Agreements and Extra Work Orders.

Recommended for Approval:

Division Engineer

asst Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

Contract No.	6241
Project designation (State-Federal)	I-5-1(49) 009
Date awarded	3-14-63
Work started	3-18-63
Per cent completed (Date)	99% 12-11-64
No. of Workdays Allowed	240
No. of Workdays Used	268
No. of Added Workdays Requested	32.

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 18 September, 19 64

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 309.7 days, within which to complete our Contract No. 6241, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By Miller
R. B. Miller, Area Manager

CONSENT OF SURETY

Date September 18, 19 64

We, THE ÆTNA CASUALTY AND SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Paul R. Ratliffe
Paul R. Ratliffe, Attorney-in-fact

(SEAL)

Paul R. Ratliffe
Resident Agent

Grading, Paving, Structures and Signing on the S. Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County.

1. Overrun in quantity of Item 3 - Embankment Foundation Excavation - in excess of 30 per cent of the bid quantity or over 24,000 cubic yards. We find that the production under most ideal conditions on this item was approximately 5,000 cubic yards per day. Since this overrun occurred at a uniform rate we are unable to accurately specify the dates on which it happened. We therefore ask for 4.8 days for this overrun.

2. Overrun in quantity of Items 39 through 42 - Perforated Steel Drain Pipe, 6 inch, 8 inch, 12 inch and 18 inch - in an amount in excess of 65 per cent or over 11,000 lineal feet. The overrun in this item occurred intermittently throughout the project. We cannot specifically set forth the exact days we worked on the overrun portion of these items. For the performance of this excess we request an additional 4 days.

3. Performance of work involved in Price Agreements No. 1 and No. 3. For this work we request ½ day.

4. Price Agreement No. 5 - Reference is made to our letter of 30 October 1963. We request an additional 12 days for this work. Our rate of hauling has been approximately 2,000 tons per day and we had to haul 24,351 tons. We therefore feel that the 12 days requested is justified.

5. Price Agreements No. 2, No. 4 and No. 6 - Additional General Excavation. Following is a record of the days on which our crews worked on these items prior to 1 January 1964. Although some of the days shown are in a period of time when work days are not charged, namely 30 November 1963 - 1 March 1964, we feel that we should be entitled to these days. The performance of work on Price Agreements No. 2, No. 4 and No. 6 actually extended the time required to complete the excavation on the project.

Date	P.A. No.	Scraper/Shovel Prod. Today		CY of P.A. Mtrl. Today	% Oper. on P.A.
9-10-63	2	5954	(Sh)	5954	100
9-12-63	2	3835	(Sh)	3289	86
9-13-63	2	6838	(Sh)	3276	48
9-16-63	2	4875	(Sh)	2808	58
9-17-63	2	5300	(Sh)	5300	100
9-18-63	2	5977	(Sh)	5977	100
9-19-63	2	5148	(Sh)	5148	100
10-18-63	4	15894	(Scr)	2772	17
10-28-63	4	4800	(Sh)	4700	98
10-29-63	4	5000	(Sh)	2223	44
11-13-63	4	5400	(Sh)	3029	56
12-4-63	4	4000	(Sh)	161	4
12-5-63	4	5700	(Sh)	1040	18
12-6-63	4	3300	(Sh)	501	15
12-2-63	4)	8500	(Scr)	2304)	79
12-2-63	6)			4392)	
12-3-63	4)	11500	(Scr)	4050)	95
12-3-63	6			6894	
11-26-63	6	7500	(Scr)	6000	80
11-27-63	6	7900	(Scr)	7900	100
11-29-63	6	8500	(Scr)	2934	35
12-4-63	6	10900	(Scr)	6586	60

We do hereby request extra workdays for the following days:

September 1963: 10, 12, 13, 16, 17, 18, 19
October 1963: 28, 29
November 1963: 13, 26, 27
December 1963: 2, 3, 4

We worked the percentage of time indicated on the following days:

October 18, 1963	17%
November 29, 1963	35%
December 4, 1963	4%
December 5, 1963	18%
December 6, 1963	15%
Total	89%

If we assume that for each day we worked, 40 per cent of our time was on items not covered by the initial contract, then we should be allowed 2.2 more days.

For Price Agreements No. 2, No. 4 and No. 6 we do hereby request 17.2 workdays.

6. The workday charges for 1964 indicate the following:

Days on which more than 40 per cent work was performed on extra work items and Price Agreements:

April 1964: 8, 9, 10, 13, 28 5 days
May 1964: 20, 21, 22, 25 4 days

Days - 25%

May 1964: 26
June 1964: 1, 2, 3, 4, 5 6 x .25 = 1.5

Days - 20%

June 1964: 12, 22, 23, 24, 25, 26
September 1964: 8, 9, 10 9 x 20 = 1.8

Days - 10%

April 1964: 29
June 1964: 29, 30
July 1964: 1, 2, 13, 14
August 1964: 31 8 x 10 = 0.8

For those days on which more than 40 per cent of work was performed on Extra Work and Price Agreements we request 9 days. For the 25, 20 and 10 per cent days which add up to a total of 4.1 we request an additional 10.3 days. For these items altogether we request 19.3 days.

7. We have performed half of the dollar volume of Price Agreement No. 11 to date. On 24 April, 1964 we calculated that it would take 24 days to perform this Price Agreement. We do thereby request 12 more days to complete this work.

8. We are unable to determine the quantity of work involved in Item 4 at this time. It is anticipated that this item will exceed the contract amount and we should be allowed additional time for this. Upon determination of this quantity we will request additional days.

9. This request covers only the items completed to date. Any overruns other than that stated above in paragraph 7 we will request additional days to perform the work.

RECEIVED
MAR 23 1965
FOR FILING

6241

March 22, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 1
April 20, 1965 Meeting

Gentlemen:

We have received a request for an extension of time from Peter Kiewit Sons' Company, contractor on the South Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County, Contract No. 6241. The request is for an extension of 69.7 days.

The contractor cites an overrun in "Embankment Foundation Excavation", an overrun in "Perforated Steel Drain Pipe", and time required to accomplish work done by Price Agreements and Extra Work Orders as reasons for his request.

Job records indicate that the quantities for embankment foundation excavation overran the contract amount by 29,047.2 cubic yards. The contractor's production on this item approaches 5,000 cubic yards per day under good conditions. In workday time this overrun amounts to 5.8 days. The perforated steel drain pipe overran the contract amount by 12,101 lineal feet and at least 4.5 days were required to accomplish the work involved in this overrun. Extra Work Orders and Price Agreements on this contract amounted to $205,672 or 9.22 percent of the original contract amount. Applying this percentage against the original 240 workdays allowed, justified an extension of 22.1 days. The reasons listed above total 32.4 days.

The estimated completion date for this project is April 1, 1965. As of March 6, 271 workdays had been charged or 31 days over the time allowed. We recommend that a 32-day extension be granted.

It is expected that one penalty day will remain upon completion of the project. Penalty is $300 per day.

This is a federal-aid interstate project and we have Bureau of Public Roads' concurrence.

This matter will be on the agenda for your consideration at the April 20 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:bjm:ajw bjs

RECEIVED
MAR 12 1965

FOR FILING

6241

Salem, Oregon
March 12, 1965

MEMO TO FILES

Pursuant to instructions from Mr. L. P. Shaw, liquidated damages in the amount of $11,760.00 are being released on Contract 6241, South Ashland Interchange-Wall Creek Section, Estimate No. 23, in anticipation of approval by the Highway Commission.

Concurrence in extension of 32 workdays is contained in Mr. Parsons' memorandum dated January 25, 1965.

L. H. Young
Office Engineer

DBP:cr

cc: L. P. Shaw

RECEIVED
MAR 10 1965
FOR FILING
6241

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Oregon Project I-5-1(49)09
S. Ashland Interch.-Wall Cr. Section
Pacific Highway
Contract No. 6241

Dear Sir:

By letter of February 5, you requested information on the use of bituminous base as a leveling course under the pavement.

A copy of a self-explanatory report from Bill E. Brown, Resident Engineer, is attached.

We trust this supplies the data required.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

Attach.
GLD:fp
cc L. P. Shaw

[illegible]
LLOYD P. SHAW

FORM E-30X 90M 2-90 24119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ashland, Oregon
February 23, 1965

SUBJECT: Use of Plant Mix Bituminous Base
South Ashland Inter - Wall Creek
Pacific Highway Jackson County
Contract 6241

To: L. W. Rulien
Ass't Division Engineer
Roseburg, Oregon

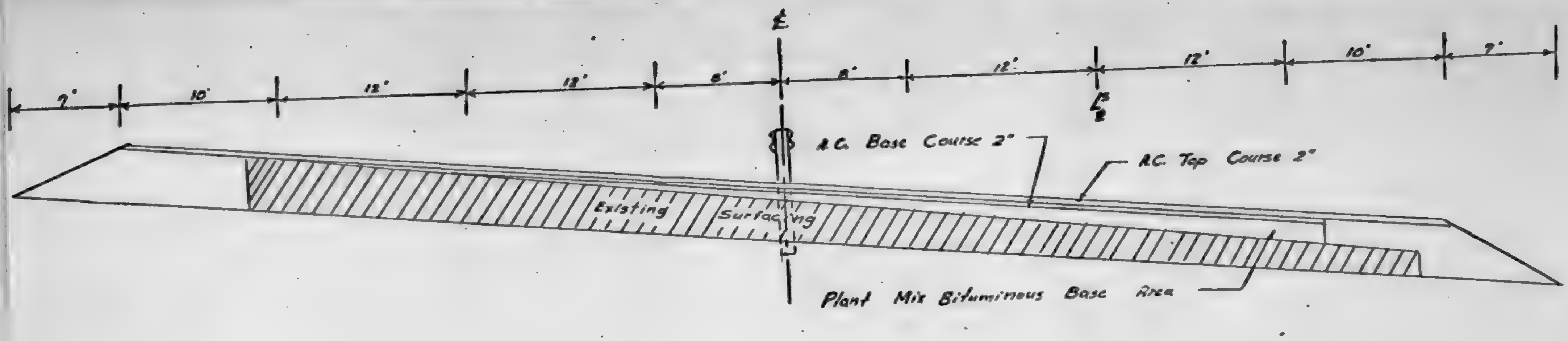
Attached are typical sections showing when plant mix bituminous base was used over the existing pavement.

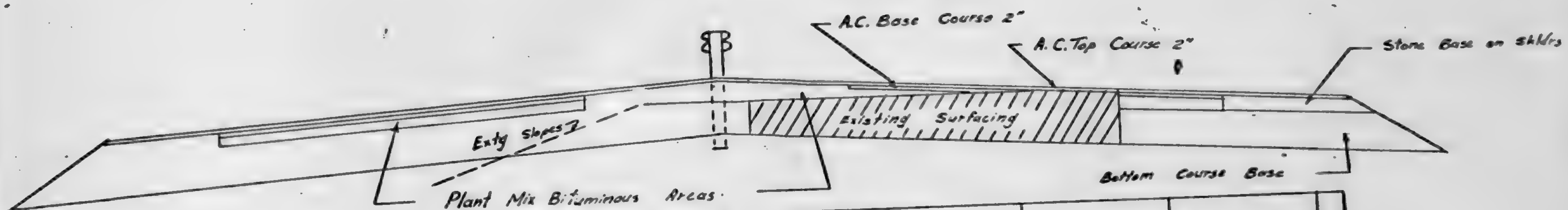
This placing of plant mix bituminous base over the existing pavement was only used in a few scattered areas. The old highway in these areas was so distorted that it was impossible to obtain any part of grade or smoothness without first filling in the worst depressions. This was pointed out to Mr. Mills of the Bureau of Public Roads and he agreed we definately did not want to place a small sandwich of rock between the old and new surfacing. As there is continuous freezing & thawing in this area any water getting into a sandwich of rock could cause frost boils. Consequently we used plant mix bituminous base for this.

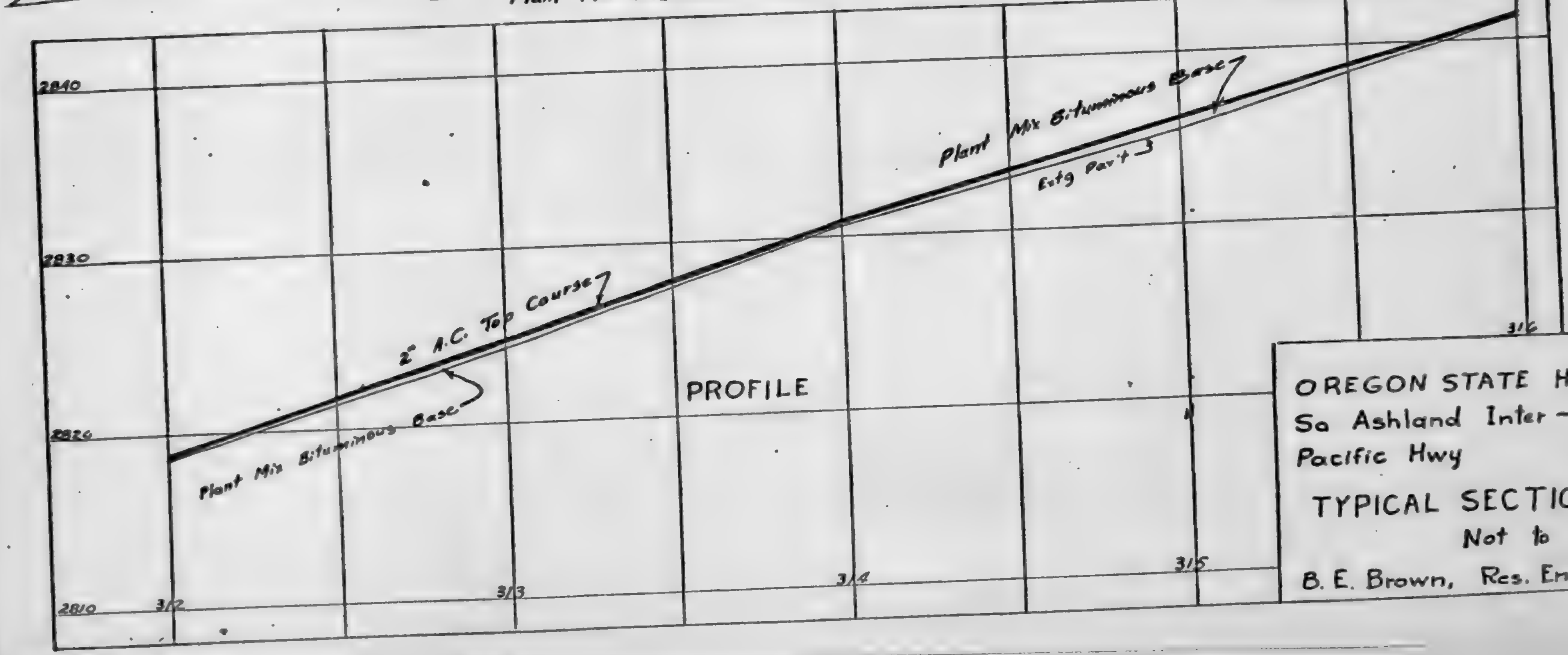
I would estimate that approximately 300 tons was used in this leveling work.

The contract amount for Plant Mix Bituminous Base material was for 20,000 tons. A total of 17,089 tons was used on the job for an underrun of 11.7%.

B. E. Brown
Bill E. Brown
Resident Engineer







OREGON STATE HIGHWAY DEPT.
So Ashland Inter - Wall Cr. Section
Pacific Hwy Jackson County

TYPICAL SECTIONS & PROFILE
Not to Scale

B. E. Brown, Res. Engr. February 1965

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: February 5, 1965

In reply refer to: 08-35.4-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(49)09, Inspection-in-depth

The attached copy of a memorandum from our Washimgton office refers to the Inspection-in-depth conducted between the dates September 9 and October 1, 1964.

A comment included in this report indicates that bituminous base material was used as a leveling course under the pavement in those portions of the median that are over the existing pavement. In order to assist us in preparing a reply to the Washington office, it is requested that the station limits and corresponding quantities for each median section where the bituminous material was used as a leveling course be submitted to this office.

Attachment

CONSTRUCTION DIV.
FEB 1 [illegible] 1965

NOTED
LLOYD P. SHAW

Young
Decker

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Washington, D. C.

January 27, 1965

Mr. R. H. French, Regional Engineer
Portland, Oregon

32-34

G. M. Williams, Director of Engineering and Operations
By: M. B. Christensen, Chief
Construction and Maintenance Division

/s/ MBC

Oregon Project I-5-1(49)09 - Inspection-in-depth

Reference is made to a comment on page 7 of the subject inspection-in-depth report.

The comment refers to the substitution of bituminous base material as a leveling course in the median in lieu of crushed stone base. As provided in PPM 20-6.1, paragraph 12, it is important to include sufficient details to justify such changes in the plans.

The following points should be covered:

1. The ease of construction would appear to be the only undesirable feature involved in sandwiching a thin lift of crushed stone base in the median area. We assume the contractor bid with knowledge of the difficulty of performing this work in the manner specified in the contract.

2. The effect of this change on the cost of the leveling course.

In general we are opposed to making changes in the plans and/or specifications after the receipt of bids unless the change meets one or more of the following:

A. It is clearly impossible to construct in accordance with the plans and/or specifications.

B. It is clearly in the public interest to make the change because a superior product will be obtained at no increase in cost.

C. It is in the public interest to make the change because the same product can be obtained at a substantial savings to the project.

Your further comments on this change are requested.

RECEIVED
FEB 5 - 1965

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

I-5 1(49)009

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6241

February 3, 1965

08-35.EC

A. W. Parsons, Division Engineer
Salem, Oregon

By: Original signed by
M. E. Martin
Dist. Engineer

M. E. Martin
District Engineer

Oregon Project I-5-1(15) & (49)59 — 6241
6340 — 12th Street-North Ashland & South Ashland-Wall Creek

Mr. Morgan's November 2, 1964 letter referring to our March 27 memorandum, submitted the plan sheets for property needed for the Suncrest Rest Area. # 6774

Approval, as requested, is granted subject to the usual borrow pit restrictions.

Orig. to Morgan
cc Young
2-4-65

NOTED
LLOYD P. SHAW

RECEIVED
FEB 11 1965
FOR FILES

Form E-100—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name [illegible] Interchange-Neil Creek

Highway [illegible]

County [illegible]

Contractor Peter Kiewit Sons' Co.

Address [illegible]

Date [illegible], 1965

Contract No. [illegible]

Prefix c15-1007

F. A. Project No. I-5-[illegible]

Order No. [illegible]

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair storm damage, which includes the following: Clear up slide at Talent Irrigation Ditch, repair 2 half-round pipes at Stations 241+00 & 245+50 Lt.; replace irrigation facilities washed out at Neil Creek; clean up small slides throughout remainder of project.

Location by station numbers:

Station 215 to 400

Estimate of quantities and cost:

Equipment Rental - - - - - - - - - - - - - -	[illegible],500.00
Labor - - - - - - - - - - - - - - - - - -	3,500.00
Materials - - - - - - - - - - - - - - - -	1,[illegible]00.00
Total	[illegible],000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Severe storm caused the above damages which were beyond control of contractor.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,630,472.6[illegible]
Present estimate of project cost, including $[illegible],000.00 for work under this order	$[illegible]
Expected ~~under-run~~ over-run amount	$54,[illegible]7.7[illegible]
Expected ~~under-run~~ over-run per cent	[illegible]

Submitted by: /s/ R. L. [illegible]
Resident Engineer

Approval Recommended: /s/ L. [illegible]
Division Engineer

Approval Recommended: /s/ [illegible]
Asst. Construction Engineer or Bridge Engineer

Approved /s/ L. H. [illegible]
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Copy To Young
2-11-65

RECEIVED

Form CD-121 (11-63) (Pres. by A.O. 204-10)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

477 Cottage Street N.E.
Salem, Oregon 97301

Shaw
Stephenson

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: January 25, 1965

In reply refer to: 08-35.4-DB

FROM 6341 A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(49)09
South Ashland Interch.-Wall Creek Sec.
Pacific Highway
Extension of Contract Time

Based on the reasons set forth in your letter of December 22, 1964, we concur in your recommendation that the contractor be granted an extension of 32 workdays.

NOTED
LLOYD P. SHAW

Copy To Harry
Morgan
1-28-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

December 22, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: South Ashland Interchange-Wall
Creek Section
Pacific Highway
Project I-5-1(49)009

Dear Sir:

We have received a request from Peter Kiewit Sons' Company, contractor on the subject project, for an extension of 69.7 workdays in which to complete the project.

The contractor lists the following as reasons for this requested extension:

(1) An overrun in the quantity of "Embankment Foundation Excavation". The Resident Engineer's records show that an overrun did occur, amounting to 29,047.2 cubic yards. The contractor's production rate for this item never amounted to 5,000 cubic yards per day, but he feels this to be a fair representation of daily production in computing the time required to accomplish this work. We concur and using this rate, the overrun justifies an extension of 5.8 workdays.

(2) An overrun in the quantities of 6-inch, 8-inch, 12-inch, and 15-inch "Perforated Steel Drain Pipe". The Resident Engineer's records show that an overrun of 12,101 lineal feet did occur and required at least 4.5 workdays to do the work involved. We recommend an extension of these days.

(3) Time required to accomplish work done under Price Agreements 1 and 3. These two Price Agreements total $3,854.40 or 0.1 per cent of the contract amount. This percentage applied to the original workday allowance justifies 0.2 day.

(4) Time required to accomplish work done by Price Agreement No. 5. This Price Agreement totals $39,448.67 or 1.3 per cent of the contract amount. Applying this percentage to the original workdays justifies 3.1 days.

(5) Time required to accomplish work done on Price Agreements No. 2, 4, and 6. These three Price Agreements total $64,400 or 2.1 per cent of the contract amount. This percentage multiplied by the original workdays justifies five days.

(6) Time required to do work required by Price Agreement No. 11. This Price Agreement amounts to $74,731.24 or 2.4 per cent of the contract amount. Applying this percentage to the original workday allowance justifies 5.8 days.

While the contractor does not specifically list all the other Price Agreements and Extra Work Orders, these force account orders total $103,237.74 or 3.3 per cent of the contract amount. This percentage applied to the original workday allowance justifies 7.9 days.

The estimated completion date for this project is January 4, 1965. As of December 11, 1964, 268 workdays had been charged—an overrun of 28 days.

It is our recommendation that the contractor be granted an extension of 32 workdays. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
L. R. Chandler
C. H. Maison

DES:bjm: ajw

FORM E-80 50M 12-63 84876

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1964

SUBJECT: Extensionof Time
So. Ashland Interchange-Wall Creek Section
Pacific Highway
Contract No. 6241

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Peter Kiewit Sons' Company, contractor on the subject project,for an increase in the number of workdays to complete construction project. The request is for an increase from 240 to 309.7 workdays.

The contractor's reasons for requesting this increase are listed below, followed by our findings:

1. "Overrun in quantity of Item 3 -- Embankment Foundation Excavation -- in excess of 30 per cent of the bid quantity or over 24,000 cubic yards. We find that the production under most ideal conditions on this item was approximately 5,000 cubic yards per day." The Resident Engineer's records show that the Embankment Foundation Excavation did over-run the contract amount by 29,047.2 cubic yards. The contractor's daily production was never as great as 5,000 yards per day, but using this amount the over-run justifies an extension of 5.8 days.

2. "Overrun in quantity of Items 39 through 42 -- Perforated Steel Drain Pipe, 6 inch, 8 inch, 12 inch and 18 inch -- in an amount in excess of 65 per cent or over 11,000 lineal feet." The actual over-run in these quantities amounted to 12,101 lineal feet, or 73% over the contract amount. This over-run required at least 4-1/2 days to accomplish and we recommend that 4.5 days be allowed.

3. "Performance of work involved in Price Agreements No. 1 and No. 3. For this work we request 1/2 day." These two Price Agreements total $3,854.40 or 0.1% of the contract amount. Applying this percentage against the original workdays allowed, justifies an extension of 0.2 days.

4. "Price Agreement No. 5". This Price Agreement totals $39,448.62 or 1.3% of the contract amount. Using this percentage against the original workdays justifies an extension of 3.1 days.

5. "Price Agreements No. 2, No. 4 and No. 6 -- Additional General Excavation." These three Price Agreements total $64,400.00 or 2.1% of the contract amount. This percentage multiplied times the original workdays justifies 5.0 days.

6. The contractor lists days on which some portion of his efforts were directed to the accomplishment of force account work and requests the total of these times be granted as an extension. Allowances for work on force account is covered in items 3, 4, 5, 7 and 10.

7. The contractor claims extra time required to accomplish work done under Price Agreement No. 11. This Price Agreement totals $74,731.24 or 2.4% of the contract amount. Applying this percentage against the original workdays allowed justifies an extension of 5.8 days.

8. "We are unable to determine the quantity of work involved in Item 4 at this time. It is anticipated that this item will exceed the contract amount and we should be allowed additional time for this. Upon determination of this quantity we will request additional days." Final quantities for this item (General Excavation) are not yet available. No consideration will be given at this time for an extension due to a possible over-run.

9. "This request covers only the items completed to date. Any overruns other than that stated above in paragraph 7 we will request additional days to perform the work." No consideration will be given at this time for any over-runs not yet determined.

10. Excluding the seven Price Agreements listed in items 3, 4, 5 and 7, all other Price Agreements and extra work orders on this project total $103,237.74 or 3.3% of the contract amount. Applying this percentage against the original workday allowance justifies an extension of 7.9 days.

The above listed reasons total 32.3 days.

The estimated completion date for this contract is January 4, 1965. As of December 11, 1964, 268 workdays had been charged against the job. This is an over-run of 28 workdays and based on the penalty rate of $300.00 per day, this amounts to $8,400.00 in liquidated damages.

We recommend that an extension of 32 workdays be granted. This will eliminate all liquidated damages.

This has been discussed with the Bureau of Public Roads' Assistant Area Engineer, who concurs in our recommendation.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L. H. Young
L. R. Chandler

FORM E-90X 50M 2-60 36119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ashland, Oregon
October 8, 1964

SUBJECT: Peter Kiewit Request for Time Extension
Contract 6241

To: L. R. Chandler
Division Engineer
Roseburg, Oregon

Attached is a request from Peter Kiewit Sons' Company for a time estension on contract 6241. I will attempt to go through their request numerically and give you my opinion on it.

1. Overrun on Item 3, Embankment Foundation Excavation. Kiewit has requested an additional 4.8 days for 24,000 cubic yards overrun. This work was done predominately with cats and shoved into piled below the areas excavated. They were doing this work at the same time that their major excavation was taking place. However, their rate of production on removing this embankment foundation excavation was never 5,000 yards per day so I feel that the request for 4.8 days is justified and should be granted.

2. Overrun Items 39 through 42, Perforated Steel Drain Pipe. These items did overrun 65% and I feel that they materially delayed the project. I would suggest that an increase of 4 days be granted on this item.

3. Price Agreement No. 1 & 3, were for fish baffles in the box culvert at Neil Creek and Constructing the special manhole at Station 360. Kiewit has requested an additional ½ day for this work and it would seem reasonable to me to go along with this.

4. Price Agreement No. 5 consists of using the DeYoung Pit for the top surfacing material instead of the Dead Indian Quarry. Kiewit requests 12 additional days for hauling this material from the DeYoung Bar to the Dead Indian Quarry. In actuality, the only time this material was hauled was when there was no place to dump material on the subgrade. The hauling subcontractor kept his equipment working by hauling this material. I do not feel this request for 12 days is justified.

5. Price Agreement No. 2, 4 and 6. Additional General Excavation, this request looks to be documented very well but some pertinent figures were omitted. On the days production only the shovel production has been shown and not what the scrapers were doing in this same period. I would use the following:

Date	PA No.	Shovel Prod.	Scraper Prod.	C.Y. of P.A. Material today	C.Y. of Contract Material Today	% of PA work
9-10-63	2	5,954	8,982	5,954	8,932	40%
9-12-63	2	3,835	10,332	3,289	10,878	23%
9-13-63	2	6,838	15,876	3,276	19,438	14%
9-16-63	2	4,875	19,944	2,808	22,011	13%
9-17-63	2	5,300	24,156	5,300	24,156	18%
9-18-63	2	5,977	15,174	5,977	15,174	28%
9-19-63	2	5,148	13,758	5,148	13,758	27%
10-18-63	4		15,894	2,772	13,122	17%
10-28-63	4	4,800	12,834	4,700	12,934	36%
10-29-63	4	5,000	15,300	2,223	18,077	11%
11-13-63	4	5,400	10,112	3,029	12,483	20%
					Total	247%

Or a total of 2.5 Days

I feel that the figure of 2.5 additional days would fully compensate Kiewit on these Price Agreements. I feel that any day between Dec. 1 and Mar. 1 cannot be considered, as we were not charging them workdays during this period.

6. Workday charges indicated percentage of work outside original contract. Kiewit has used a percentage method that does in no way agree with the facts. The extra work was as follows:

April	8	75%
	9	75%
	10	75%
	13	75%
	28	50%
	29	10%
May	20	50%
	21	50%
	22	50%
	25	50%
	26	25%
June	1	25%
	2	25%
	3	25%

June 4	25%
5	25%
12	20%
22	20%
23	20%
24	20%
25	20%
26	20%
29	10%
30	10%
July 1	10%
2	10%
13	10%
14	10%
Aug. 31	10%
Sept 8	20%
9	20%
10	20%
32 days	960% or 9.6 days

I would feel that an allowance of 9.6 days for this work would be justified.

7. This is a duplication of No. 5 and should not be considered.

At this time I feel that we could allow Kiewit an additional 22 workdays. I would hope you would act favorably on these days.

When the project is complete in its entirety Kiewit will probably have some additional extensions to consider.

B E Brown
Bill E. Brown
Resident Engineer

RECEIVED
DEC 30 1964

FOR FILING

1241

Salem, Oregon
December 30, 1964

BPR Inspection Report
S. Ashland Interchange-
Wall Creek Project

Mr. L. M. Young
Office Engineer
OFFICE

At bottom of page 3 of said report, returned herewith, criticism of special provision page 60 under (b) of specifications and page 64 under "Proportions of Materials", is made re. A.C. mix proportions, Articles 2.18.12 and 2.18.13 of old standard specifications.

If these special provisions are read with the standard specifications to which they refer there should be no "doubt and confusion" as to intent.

Articles 2.18.12 and 2.18.13 cover more than the proportions. Special provisions on pages 60 and 64 change the proportions of mix only, and leave the rest of 2.18.12 and 2.18.13 as applicable.

Possibly someone was "hard put" to find something to criticize.

Virgil G. O'Neil
Specifications Engineer

VGO'N:jb

RECEIVED
DEC 21 1964
FOR FILING

6241

477 Cottage Street, N. E.
Salem, Oregon 97301

December 8, 1964

08-35-DB

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dee
Eng. Coordinator

T. Dee
Assistant Division Engineer
Salem, Oregon

Inspection-in-Depth on the South Ashland Interchange - Wall Creek Section of the Pacific Highway - Project No. I-5-1(49)09

Attached is a copy of inspection-in-depth report on the above mentioned project. The inspection was conducted on asphalt paving operations and associated work with emphasis on field control and project records pertinent thereto.

We are pleased to take this opportunity to commend the State personnel involved on this project for the fine manner in which they are handling the inspection and control of these operations.

Your attention is directed to the recommendations set forth on page four in this report indicating minor deficiencies in headquarters - field communications, availability of proper testing equipment, clarification of special provisions and field sampling frequency. The sampling frequency was corrected in the field at the time of this inspection.

Attachment

Original To Young
with attach.
12-18-64

RECEIVED
DEC 18 1964

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

December 7, 1964

08-35.4-DB

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

Inspection-in-Depth
on the S. Ashland Interchange-Wall Creek Section
of the Pacific Highway
Project No. I-5-1(49)09

Attached is a copy of inspection-in-depth report on the above mentioned project. The inspection was conducted on Price Agreements and Extra Work Orders with emphasis on supporting data and project records pertinent thereto.

We are pleased to take this opportunity to commend the State personnel involved with this project in the fine manner in which they are handling the field control documentation and record keeping in connection with Extra Work Orders and Price Agreements.

As recommended in the report, it would be desirable to establish better communications between the field office and headquarters in matters such as progress estimates.

Attachment

Original to Young
with attach.
12-17-64

NOV 9 - 1964

FOR FILING

P.K.S. have submitted request for time extension but it has not reached Salem as of 11-6-64. Shaw

NOTED
LLOYD P. SHAW

FMT RSB 98 11-6-64 9:39A

SHAW

REF ROAD CONDITION SOUTH ASHLAND - WALL CREEK

TRAFFIC MOVING OVER 4 LANE SECTION. ALL ROAD WAY PAVING IS COMPLETE.
CONTRACTORPAVING MEDIAN AREA, INSTALLING GUARDRAIL, NADIAN ROAD
AND WORKONXX WORKING ON PERMANENT SIGNS. SAXX STATE CREW WAS PAINTING
CENTER LINE AND SHOULDER LINE YESTERDAY. WEATHER YEAXX TESTERDAY WAS
FOGGY.

JOHN GUINER

CD03.

This project was 16 work days beyond allowed time as of Oct 24.

NOTED
FORREST COOPER

RECEIVED
OCT 7 - 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6241

CONSTRUCTION DIVISION
RECEIVED
OCT 1 1964
NOTED ☐ ☐ ☑

Ashland, Oregon
September 22, 1964

Lee Cassel's, Supt.
Peter Kiewit Son's Co.
P. O. Box 709
Ashland, Oregon

Re: Sawed off Guard
Rail Posts
Contract 6241

Gentlemen:

In reference to the discovery today of your guard rail foreman deliberately sawing off Guard Rail Posts. This cannot be condoned under any circumstances and we wish this man to be removed from the project immediately.

Under Article 1.8.4 of the Standard Specifications for Highway Construction you will find the following. "The contractor shall employ only competent and efficient laborers, mechanics, or artisans; and whenever, in the opinion of the engineer, any employe is careless or incompetent, or obstructs the progress of the work, or act contrary to instruction, or conducts himself improperly, the contractor, upon complaint of the engineer, discharge or otherwise remove him from the work and not employ him again upon it." Please proceed with Mr. Moody's removal this date.

Yours truly

B E Brown

B. E. Brown
Resident Engineer

cc: L. R. Chandler ✓

SEP 24 1964

Copy [illegible] Morgan

RECEIVED
OCT 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1964
FOR FILING

Form CD-121
(11-63)
(Pres
A.O.

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Edwards

6341

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: September 4, 1964

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

M E Martin
By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(49)09
S. Ashland - Wall Creek Section
Pacific Highway

In reply to your letter of September 2 requesting our concurrence in a change in location of one sign (Southern Oregon College Next Right) and the deletion of one sign (Gas, Food, Lodging) on the subject project, please be advised that we concur in the proposed change and deletion.

This concurrence is given with the understanding that Federal participation is limited to the pro rata share of the original construction cost, under the contract, of the sign changed to a new location, and that credit will be received for the deleted sign.

Copy to Mr Crandall
Mr Young
9-16-64

NOTED
TOM EDWARDS

RECEIVED
SEP 8 1964
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 24 1964
FOR FILING

I 7 (49) 1007

6241

…CHAIRMAN
…Y, MEMBER
DAVID B. SIMPSON, MEMBER
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 20, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Asphalt Treated Base
S. Ashland Interch.-Wall Creek Section
Pacific Highway
Contract No. 6241

Dear Sir:

The Special Provisions for the subject project call for a range of 4.0 to 4.5 asphalt content in the treated base. The materials produced for this work at the Dead Indian Quarry have been tested at the State Laboratory with various asphalt contents. Retained strengths after soaking in water at the various asphalt contents are as follows:

3% asphalt - 19% Retained Strength
4% asphalt - 23% Retained Strength
5% asphalt - 54% Retained Strength
6% asphalt - 56% Retained Strength
7% asphalt - 67% Retained Strength

The Laboratory has indicated that for the material in question a 55 per cent retained strength as per the test should give an asphalt content which will upgrade the material so that it will compare with a good base rock. Using this basis, the test results show the material should have at least 5 per cent asphalt added to provide the suitability desired.

It is therefore requested that you approve a revision of the special provisions to allow the range to increase from 4-1/2 to 5 per cent asphalt content for this particular project.

FA

Very truly yours,

F. D. Morgan
Construction Engineer

By

John H. Walker
Assistant Construction Engineer

cc:
L P Shaw
G W Harra
L H Young
L R Chandler
F D Morgan

APPROVED DATE AUG 20 1964
A. W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads
By M.B. Martin Title Dist Engr

XERO COPY

XERO COPY

RECEIVED
AUG 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG - 6 1964
FOR FILING

6241

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

[illegible]-Mill Creek .... Date .... [illegible]

.... Contract .... [illegible]

.... [illegible] ....

[illegible] Co. .... F. A. Project No. ....

[illegible], Portland, Oregon .... Order No. ....

[illegible] classified as "Extra Work", to be performed and paid for in accordance [illegible]

[illegible]

[illegible] throughout project.

[illegible]

[illegible]

[illegible] rental - - - - - - - - - - -	$4,000.00
[illegible] - - - - - - - - - - - - - - - -	1,500.00
[illegible] - - - - - - - - - - - - - - -	500.00
Total - - -	$6,000.00

[illegible] the conditions which cause this work to be classed as "extra work.")

[illegible] major proportions and contractor should not be expected [illegible] this work has been started.

[illegible] order should not [illegible] of work or more [illegible] order to Salem [illegible] contractor, one to the [illegible] and one to the resident

Project authorization . . . . $3,630,479.6[illegible]

Present estimate of project cost, including

$6,000.00 for work under this order $3,7[illegible]

Expected over-run amount . . . . . . $[illegible]

Expected over-run per cent . . . . . . [illegible]

[illegible] by: (s/) L. E. Brown
Resident Engineer

Approval Recommended: [illegible]

Approval Recommended: [illegible]
Division Engineer

Approved (s/) [illegible]

original copy To Young
8-6-64

RECEIVED
JUL 8 1964

PINNACLE PACKING COMPANY, INC.
MEDFORD, OREGON

COPY

May 28, 1964

Sprague, Inc.
Box 458
Lynnwood, Washington

Gentlemen:

We enclose herewith weight tags and invoice covering 17.16 tons of hay sold to you for use on Hiway 5 south of Ashland, Oregon...amount due $214.50.

We would appreciate early payment of this account.

Yours very truly,

H B Murphy

H. B. Murphy
P. O. Box 1432
Medford, Oregon 97501

HBM:jd
Encls.

cc: Peter Kiewit Sons Co.
711 E. Main St.
Medford, Oregon
Ore. State Highway Comm. ✓

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
JUN - 1 1964
OREGON
STATE HIGHWAY COMMISSION

STATEMENT

H. B. MURPHY
P. O. Box 1432
Medford, Oregon 97501

May 29, 1964

TO: Sprague, Inc.
Box 458
Lynnwood, Washington

Hay for Peter Kiewit Job #117

5/15/64	1 load	5,400 lbs.	
5/16/64	1 load	3,820 lbs.	
	1 load	4,410 lbs.	
5/17/64	1 load	5,270 lbs.	
	1 load	5,760 lbs.	
	1 load	4,600 lbs.	
	1 load	5,060 lbs.	
TOTAL		34,320 lbs. -17.16 tons @$12.50	$214.50

Note:
On attached weight tags No. 244 and 243, the Weigh Master did not print the truck tare weight. We have inserted the tare weight used on ticket No. 239. In no instance did the Weigh Master carry down the net weight of the load, so we have inserted this figure by deducting the tare from the gross weights.

RECEIVED
MAY 4 - 1964
FOR FILING

6071

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

Project Name [illegible] Date [illegible], 19[illegible]

Highway [illegible]

County [illegible]

Contractor [illegible]

Address [illegible]

The following work [illegible] classified as "Extra Work" [illegible] the terms of contract.

Description of work to be done:

[illegible]

Location by station numbers:

[illegible]

Estimate of quantities and cost:

Equipment . . . . [illegible]
Labor . . . . [illegible]

Total . . . . [illegible]

Explanation: (Explain how the conditions which cause the work to be classed as "Extra Work")

[illegible] be [illegible] on an average [illegible]

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job. Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.	Project authorization	$3,630,479.63
	Present estimate of project cost, including $[illegible] for work under this order	$[illegible]
	Expected under-run over-run amount	$[illegible]
	Expected under-run over-run per cent	[illegible]

NOTED
LLOYD P. SHAW

Submitted by: Bill E. Brown
Resident Engineer

Approval Recommended: /s/ [illegible]
Construction Engineer

Approval Recommended: /s/ [illegible]
Division Engineer

Approved: [illegible]

State Printing

RECEIVED
APR 3 196

FORM E-50X 50M 3-63 40608

FOR FILING

6341

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 2, 1964 #6340 #6341

SUBJECT: Suncrest-Siskiyou Safety Rest Area

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

Attached hereto is a copy of a report received from Mr. A. W. Parsons, Division Engineer, Bureau of Public Roads, regarding the approval for proposed rest areas at Suncrest and Siskiyou sites. This letter concurs in the construction of ramps and parking area on the Siskiyou site under the current contract providing that a Price Agreement can be obtained and furnished to the Bureau of Public Roads' office for approval.

Mr. Astrup will, I believe, contact you in the very near future to coordinate the requirements of the rest area grading with the present contract in this area. Plans for removing excess material from the Siskiyou rest area site should be formulated and Price Agreements submitted for same so that this work can be performed under your present contract.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
cc Lloyd Shaw
Mark Astrup

477 Cottage St. N.E.
Salem, Oregon 97301

March 27, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by

A. W. Parsons, Division Engineer
By N. E. Martin
District Engineer

03-35.203 Salem, Oregon

Oregon Projects I-5-1(15)16 and I-5-1(49)69
12th St.(Medford)-N. Ashland, and
S. Ashland-Wall Cr. Sections

The location of the separated Sunerest-Siskiyou Safety Rest Area site as proposed by Mr. Morgan's March 5, 1964 letter is hereby approved.

You are authorized to proceed with acquisition of the Sunerest property in private ownership under Project I-5-1(15)16 with the understanding that it can be obtained at a reasonable cost taking into consideration the after value assigned in the original highway right-of-way acquisition. Copies of a revised plan sheet 12 should be furnished for our approval, indicating that portion of the property needed for the rest area as a part of the Interstate right-of-way with control of access. Though some right-of-way for future expansion is permissible, development thereof with Federal-aid participation will be limited as outlined in our January 22, 1962 memorandum on Project I-5-4(44)198.

We concur in the construction of the ramps and parking area for the Siskiyou portion of the rest area under the current contract, providing a satisfactory price agreement can be obtained and furnished to this office for approval under Project I-5-1(49)69.

Morgan
Mack
Antony

CONSTRUCTION DIVISION
RECEIVED
1 1964

Wright
Young

RECEIVED
MAR 27 1964
FOR FILING

6241

March 27, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering fence repair on the S. Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County, Contract No. 6241 in connection with Federal-Aid Project No. I-5-1(49)009.

Small slides and falling trees have made it necessary to repair right of way fences throughout the project. The fences were damaged after they had been completed according to plan by the contractor.

This work was verbally recommended for approval by the BPR Area Engineer March 24, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
APR
FOR

FORM CD-121 (9-22-58)
(PRES. BY A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

Shaw
Wright

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 27, 1964

FROM : A. W. Parsons, Division Engineer
08-35.2DB Salem, Oregon

By M. E. Martin
M. E. Martin
District Engineer

*6340

SUBJECT: Oregon Projects I-5-1(~~15~~ 51)18 and I-5-1(49)09 6241
12th St.(Medford)-N. Ashland, and
S. Ashland-Wall Cr. Sections

The location of the separated Suncrest-Siskiyou Safety Rest Area site as proposed by Mr. Morgan's March 5, 1964 letter is hereby approved.

You are authorized to proceed with acquisition of the Suncrest property in private ownership under Project I-5-1(15)18 with the understanding that it can be obtained at a reasonable cost taking into consideration the after value assigned in the original highway right-of-way acquisition. Copies of a revised plan sheet 12 should be furnished for our approval, indicating that portion of the property needed for the rest area as a part of the Interstate right-of-way with control of access. Though some right-of-way for future expansion is permissible, development thereof with Federal-aid participation will be limited as outlined in our January 22, 1962 memorandum on Project I-5-4(46)198.

We concur in the construction of the ramps and parking area for the Siskiyou portion of the rest area under the current contract, providing a satisfactory price agreement can be obtained and furnished to this office for approval under Project I-5-1(49)09.

[illegible] to Wright
3-30-64
" " Young
3-31-64

RECEIVED
APR 10 1964

FOR FILING

6241

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. Ashland Interchange-Neil Cr. Date March 25, 1964

Highway Pacific Contract No. 6241

County Jackson Prefix 615-1007

Contractor Peter Kiewit Sons' Co. F. A. Project No. I-5-1(49)009

Address 6030 Hwy. 99 South, Ashland, Oregon Order No.

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Additional Clearing for Slide Correction.

BR. DIV. OFFICE ENDORSEMENT:
"The original clearing was bid and paid on a lump sum basis. This is clearing in addition to the original."

Location by station numbers:

Throughout the project and in particular between Station 240 to Station 265.

Estimate of quantities and cost:

Equipment - - - - - - - - - - - - - - -	$3,000.00
Labor - - - - - - - - - - - - - - - - -	1,000.00
Total - - - - - - - - - - - - - - -	$4,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Additional clearing necessary before the removal of slides. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,630,479.63
Present estimate of project cost, including $4,000.00 for work under this order	$3,630,479.63
Expected under-run over-run amount	$ None
Expected under-run over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: /s/ B. E. Brown
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
Office Engineer.

NOTED
LLOYD P. SHAW

original to Young
cc Morgan 4-9-64

State Printing

RECEIVED
MAR 9 - 1964
FOR FILING

March 6, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5, covering the cleaning up of small slides on the S. Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County, Contract No. 6241 in connection with Federal-Aid Project No. I-5-1(49)009.

This work is necessary to remove slide material at various locations on the right side of the south half of this project. Slides are too small to properly measure.

This work was verbally approved by the BPR District Engineer, March 4, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

Enc.

RECEIVED
FEB 20 1964

FOR FILING

[illegible]

6241

February 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 274 covering the revision of construction identification signs on the So. Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County, Contract No. 6241 in connection with Federal-Aid Project No. I-5-1(49)009.

This revision is required to conform to standards set up by the Bureau of Public Roads IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $40 with Federal participation of $36.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
FEB 14 1964

FOR FILING

6841

February 13, 1964

Mr. A. W. Parsons,
Division Engineer
U. S. Department of Commerce
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Attention: Mr. T. Dec, Asst. Division Engineer

Gentlemen:

Regarding your letter of January 30th on Inspection in Depth of Oregon Project I-5-1(49)9, South Ashland-Wall Creek Section, Pacific Highway, in which you suggested that specifications for future projects be revised to include procedures that are used now or may be used in the future, please be advised that earthwork specifications were revised starting with the letting of January 29, 1964, to permit the determination of "density of compacted materials in place" and "relative maximum density of the material which is compacted in place" by either Oregon State Standard Procedures or AASHO, as the engineer may elect.

We are enclosing an excerpt from one of the projects for said letting which sets forth the revised specification.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc. (1)
cc: Lloyd P. Shaw
F. D. Morgan
V. G. O'Neil

FORM CD-121 ([illegible])
(PRES. BY A.O. [illegible]-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N. E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Attention: Mr. L. P. Shaw

DATE: January 30, 1964

FROM : T. Dec
Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection in Depth
Oregon Project I-5-1(49)9, South Ashland - Wall Creek Section
Pacific Highway

The project control and testing procedures for this project were very good. However, the compaction testing procedures while accurate, did not comply with the specified procedures. It is suggested that the specifications for future projects be revised to include procedures that are used now or may be used in the future.

It will be appreciated if you advise this office if such a revision has been included in newer contracts, or if it is contemplated to incorporate it in future contracts.

FILED
LLOYD P. SHAW

RECEIVED
FEB 6 1964
OFFICE ENGINEERING
DIVISION

RECEIVED
FEB 6 1964
OFFICE ENGINEERING
DIVISION

Form PR-33
(5-2-56)

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Region ~~Division~~ No. 8
Division ~~District~~ Oregon
Project No. I-5-1(49)9

Report on Inspection-in-Depth

Original signed by
R. A. NICHOLS

Inspection made by R. A. Nichols, Ass't Area Engr.

Date inspection made November 19 -20 and December 16, 1963

In company with Bill K. Brown, OSHD Resident Engineer and
Gene Stager, Bureau of Public Roads Junior Engineer

OREGON INTERSTATE PROJECT I-5-1(49)9

Review of Plans, Specifications & Project Records	10	hours
Travel time -	8	"
Field Inspection -	4	"
Write up time -	8	"

DESCRIPTION OF IMPROVEMENT

The project work consists of grading, constructing a stone base and an asphaltic concrete pavement for two 24' roadways, constructing P.C. concrete structures, installation of signs and the performance of other incidental work.

The project begins at Station 204+78.70 approximately 3 miles south of Ashland, Oregon and runs through equation 301+23.01 Bk = 305+80.38 Ah and ends at Station 403+50 approximately 2.6 miles northerly of the junction of the Pacific and Siskiyou Highways junction of the Pacific and Siskiyou Highways.) The project generally follows the existing highway.

CONTRACTOR

Peter Kiewit Son's Company, Omaha, Nebraska.

SUBCONTRACTORS

Trowbridge and Flynn Electrical Company.
Subcontract covers Item 70 and amounts to 0.02% of the contract.

Farwest Steel Company.
Subcontract covers the placement of the metal reinforcement in Items 60, 62, and 102 and amounts to 0.31% of the contract.

Arnold Johnson
Subcontract covers the hauling only of Items 82 and 83 and amounts to $92.160.00, or 2.97% of the contract.

Babler Bros., Inc.
Subcontract covers the loading, hauling and placing only of Items 86, 88 and 90 and all of Items 85, 87, 89 and 91 to 94 inclusive and amounts to 9.36% of the contract.

Spragues Inc.
Subcontract covers Items 9 to 16 inclusive and amounts to 0.75% of the contract.

Western Guard Rail Inc. and R & W Construction Company Inc.
Subcontract covers Items 71 to 76 inclusive and amounts to 4.06% of the contract.

Foress Company
Subcontract covers Items 104 to 111 inclusive and amounts to 0.25% of the contract.

The total amount subcontracted was $529,235 or 17.72% of the contract.

A sub-subcontract was entered into by the subcontractor Farwest Steel Company and the Willamette Steel Company covering the placing and installation of the steel in the structures.

SUMMARY AND RECOMMENDATIONS

The records of the project were current and all the phases of the project were well documented.

It is the writer's opinion that the control of the placement of the embankment was very good and that the compaction control was extremely good. Mr. Brown and his crew should be commended for their extensive efforts to obtain the desired results.

The crew is using acceptable methods to obtain the Moisture Density Relationship of the soils and to determine the Field Density of the Soil In Place. However, the procedures do not conform with the specified procedures. It is suggested that the specifications for future projects be revised to include the procedures now being used.

The existing roadway is being maintained so that, to this date, it has not been damaged. The delays to the public traffic have been nominal. In fact it appears that both the contractor and the Resident Engineer have done very well in inconveniencing the public as little as possible.

ENGINEERING CREW

All the engineering supervisory personnel have been promoted up through the various ranks to the positions they now hold so they not only have a good working knowledge of their present duties but also are cognizant of the problems of the people working under them. All the permanent personnel have attended a materials testing school taught by Mr. John Walker from the Central Office. In addition most of them attended a 10 day school held by the Resident Engineer last winter.

A partial list of the personnel on the project is as follows:

Person	Position	Rank	Total Years Experience
Billy E. Brown	Resident Engineer	CE-3	15 years
Wilmer Robertson	Ass't. Res. Engineer	CE-2	11 "
William McKern	Senior Inspector	CE-1	10 "

Engineering Crew, Con't.

Person	Position	Rank	Total Years Experience
Anthony J. Kissel	Senior Inspector	CE-1	10 years
Donald Sikes	" "	ET-2	2½ "
Roy Varner	" "	ET-2	6 "
William Maish	Transitman	CE-1	13 "
Dennis Edwards	"	---	2 "
William Smily	Junior Insp.	---	2½ "
John Whiteside	" "	---	1½ "
Donald Haines	Office Man	CE-1	15 "

INSPECTION PROCEDURES

The inspection procedure included close visual inspection of the completed work, inspection of the testing procedures, interogation of the resident engineer, his inspectors, discussion with Mr. Chandler, the Division Engineer, review of test reports, field books, diaries, correspondence, progress estimates and other pertinent data.

COMPLETED WORK

Clearing and grubbing - complete except for some burning and final cleanup.

Drainage - complete except for installation of two perforated drains and several median drains.

Grading - 93% complete - most of the material remaining to be excavated is in the vicinity of Stations 270 and 323.

8'x8' box culvert and flume at Station 258+50 -- Complete

Neil Creek O'xing - Concrete was poured to the bottom of the deck. The deck forms are constructed and about 40% of the deck steel was placed.

MATERIALS TESTING

Adequate testing has been done on all the materials for which there is specification requirements. In addition to the testing, the materials are inspected after they arrive on the project and just before they are incorporated into the project by the responsible State inspector. The inspector has to make a written report (Example 1) of the inspection. This report is kept as part of the permanent records.

CONTRACT TIME

The contract allows 240 work days in which to complete the contract work. A work day is defined as every calendar day except Saturdays, Sundays and Legal Holidays within the period from March 1st to November 30th on which the contractor is not prevented, for various reasons, from performing 60% of the work normally possible at that stage of construction under favorable conditions.

The contractor is notified of the number of work days charged during a specific week by the receipt of the form "Weekly Statement of Work Day Charges" (Example 2). If he disagrees with the work days charged he has 10 days after the mailing of the statement in which to submit a protest. Failure to submit the protest within 10 days constitutes approval of the work days charged.

The Time Charge Statements were filed as part of the project records.

The Resident Engineer and each of his inspectors keep separate diaries. The inspector's diaries seemed to cover their phase of the contractor's operations very well. The statements in the diaries covered the contractor's operations, equipment used, materials used, instructions to the contractor etc. The Resident's diary covers these same items but in an overall picture. It also contained notations about the weather, the Resident's analysis of the contractor's operations for work day charges, general working conditions etc.

Another record which is kept is the "General Daily Progress Report" (Example No. 3). This report completed by the Field Inspectors who are in charge of a specific phase of the work.

PURPOSE OF INSPECTION

This inspection was made primarily to inspect the grading so no findings concerning the other phases of the contract will be included hereafter except to say that the project records and visual inspection indicate that these phases were well controlled.

SURVEY CONTROL

The center-line was staked and the profile levels were run prior to the letting of the project. Elevation benches were also set. The construction crew checked the bench line and profile and referenced all the curve points and the necessary tangent points.

The cross sections were slope chained with a steel chain and a transit up to a point near the catch. The actual catch was then found with the use of a hand level and rod. The catches were then referenced at least once.

The other excavation items are staked according to approved methods.

When the cross sections were staked, the design slopes were followed closely unless there were definite reasons to do otherwise. Due to a high slide potential the high cut slopes were designed with benches. These benches are designed not only to act as fallout areas but also to eliminate excessive concentrations of water and to improve the esthetics. Soon after the cross sectioning began it became apparent the benches being obtained were not satisfactory. In order to correct this the resident had models of the trouble cuts constructed. (Figure 1). These models not only helped the survey crew get the desired results but the

4 - A

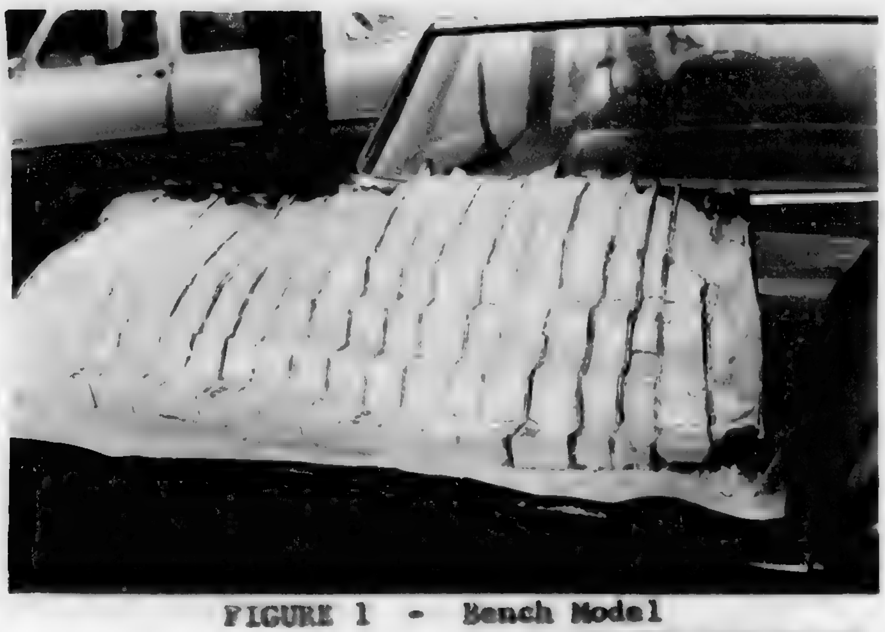


FIGURE 1 - Bench Model

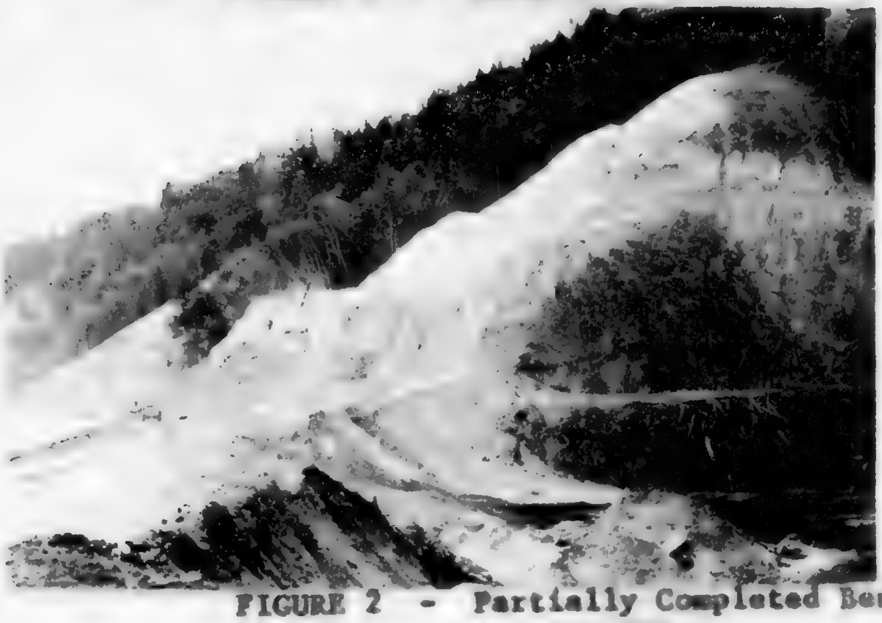


FIGURE 2 - Partially Completed Bench
Station 305

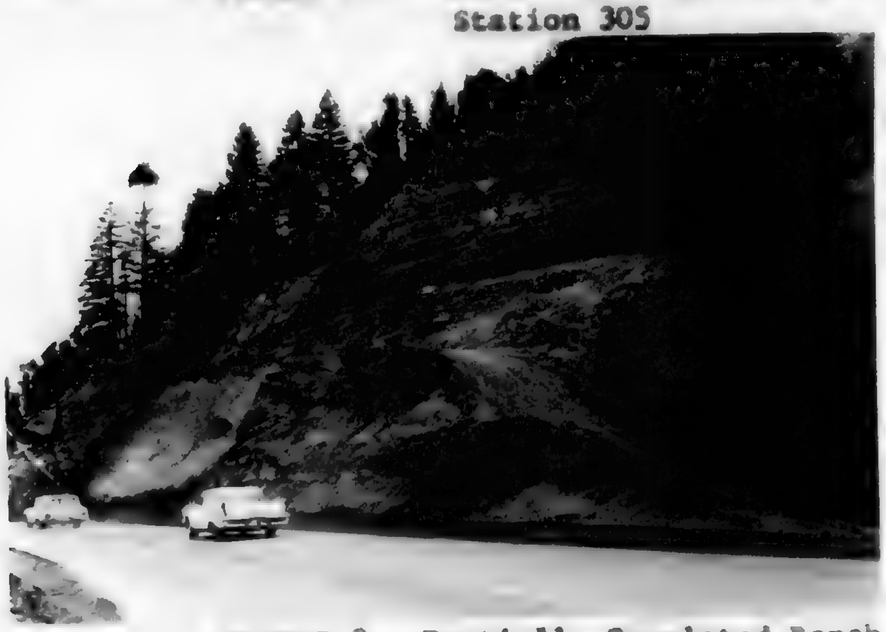


FIGURE 3 - Partially Completed Bench
Station 355

contractor was also able to see what was wanted by the Resident Engineer. Partially completed benched cuts are shown in Figures 2 & 3.

One of the problems that is encountered on this project can be seen to the right of the first car in Figure 3. The material in this cut is primarily solid rock, part of which lies on a steep incline. When the overburden and toe support is removed, small slides occur. These slides are small and it does not appear that the pop-outs will increase in size so there is no apparent danger to the road users but they do damage the appearance of the cuts.

BASIS OF PAYMENT

The excavation is divided into four classifications, ie., General Excavation, Embankment Foundation Excavation, Drainage Excavation, and Structural Excavation.

All the excavation is paid on the basis of the excavated volume as staked or measured by the engineer. Each is staked according to standard practices in the State and the data is recorded in separate note books.

The excavation notes were clear and complete.

The general excavation volumes are computed from the cross-section notes electronically in the State's Central office in Salem. The data used in the electronic calculations are checked in the field. The final payment for the general excavation will be based on these volumes as corrected after the remeasuring is done. The pay quantities for the intermediate estimates are obtained in the following manner. The contractor is paid the calculated volume less the estimated cost of finishing where the cuts are completed. The partially completed cuts are remeasured and the remeasure section superimposed on the original plotted cross-sections. The excavated areas are measured with a planometer and the volumes computed by the average end method.

The other excavation items are computed in the field then checked by the Central Office. Payment is made for the work which is recorded as being completed.

HAUL

The bid prices for the excavation items do not include payment for overhaul. Generally overhaul is only paid for on the general excavation material because (1) The drainage and structural excavation is usually placed back from whence it came or wasted. However, if there are large amounts placed as fill material, the quantities are included in the mass diagram. (2) The embankment foundation material is usually unsuitable material and it specified that unsuitable material is the property of the contractor at the point of excavation and no payment shall be made for the haul required for its disposal.

The final overhaul is computed after the project is remeasured by use of a mass diagram. The overhaul payment for the intermediate estimates is computed by multiplying the percent of material removed from a section of the road by the plan overhaul quantities for that section of the road.

EMBANKMENT PLACEMENT

The common material is placed in thin layers. The maximum layer noticed was about 8", however, they are usually much thinner. The rocky material is placed in as thin a lifts as practical, the maximum lift being about 2'. All the information the writer was able to obtain indicated this practice has been followed very closely since the project began. Also the common and rock material is mixed where practical in order to obtain a dense fill. A scraper unit and a D.9 tractor is shown placing material in a side hill fill in Figure 4.

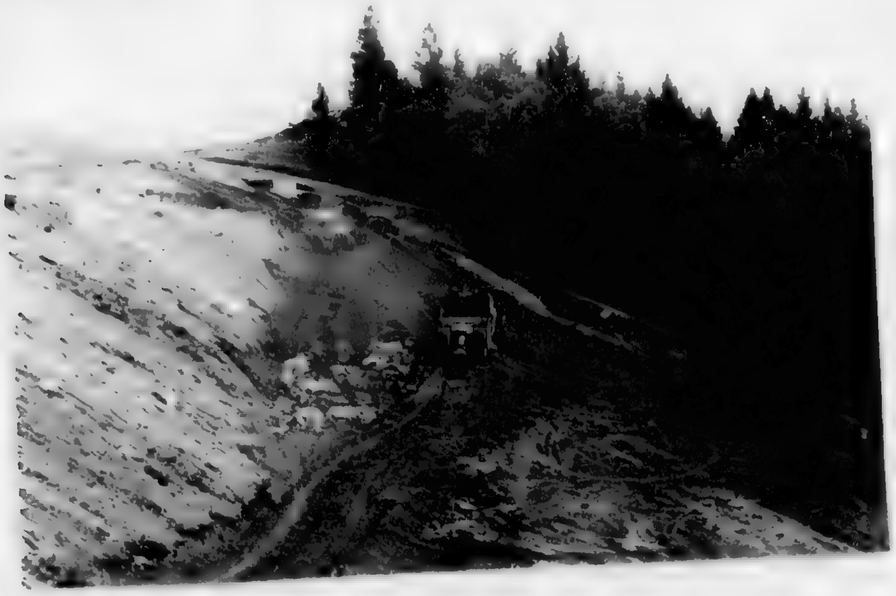


FIGURE 4 - Sidehill Embankment

One of the major maintenance problems in the past on this section of the road has been plugged culverts. There are several narrow deep draws on the up-hill side of the roadway. Several times in the past excessive run-off water has carried debris which has plugged or partially plugged the culverts. The debris was sometimes 20 to 30 feet deep at the inlet of the pipe. The resultant pounding of water threatened to wash out the existing roadway. In order to eliminate this problem it was decided to construct random fills in the draws up to within 10 or 15 feet of finish roadbed elevation. These random fills provide a place for the water to dissipate and drop its debris. Figure 5 shows the draw right of Station 352 looking toward the existing road prior to the placement of the embankment. The pipe shown is a perforated drain pipe which will drain into the existing culvert.

See Figure 5 on next sheet.

FIGURE 5 - Gully - Station 352

Figure 6 shows the completed random fill at this station except for final finishing.

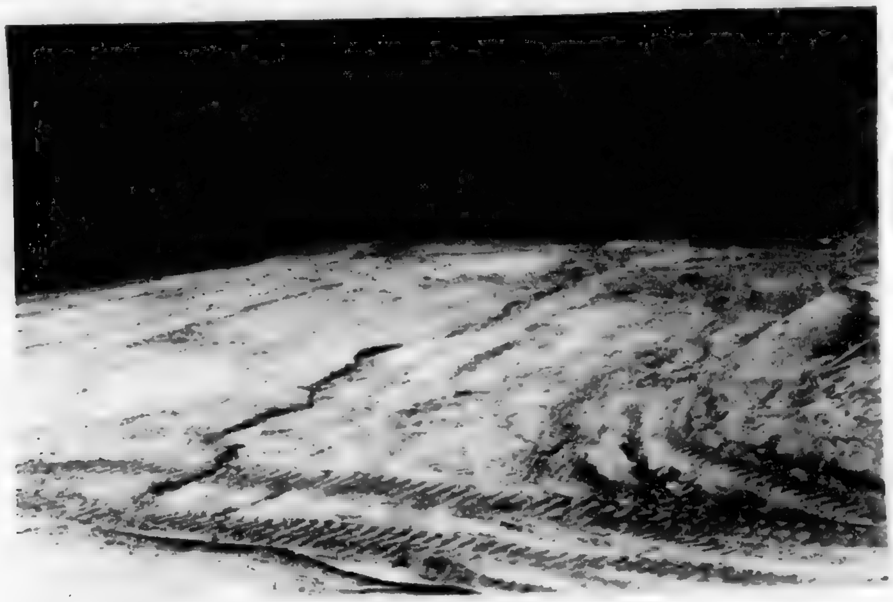


FIGURE 6 - Random Fill in Gully - Station 352

EMBANKMENT COMPACTION

The specifications require that the material in the upper 3' of an embankment shall be compacted to 95% of maximum density. The material in remaining portion of the fill, if any, shall be compacted to 90% of maximum density.

The project records show that the required compaction had been attained in every portion of the embankment which had been accepted. Approximately 1,550,000 cu. yds. of material had been placed, of which about 90% or 1,395,000 was common material on which valid tests could be performed. The inspectors had performed 1248 tests on the common material for an average of one test per 1120 cu. yds. Of these 268 tests showed deficient compaction. The records show that 240 of these tests were covered by subsequent tests. Seven showed densities very close (within 0.2%) to the specified densities. The records show that these areas were recompacted and since the original densities were very close to that specified, additional testing was not warranted. Twenty-one of the failing tests were in portions of the fill (usually the top foot) which had not been accepted.

An average of 6 tests were run each shift. The testing pattern was such that the material on which valid results could be obtained was covered extremely well.

TESTING METHODS

The specifications state that the Moisture Density relation of the soils and the Field Density of Soil in Place were to be determined in accordance with AASHO T-99 and AASHO T-147 respectively. Instead of following these procedures the State has general adopted procedures in which faster results could be obtained.

A Harvard Miniature mold is used to obtain the moisture density relationship. The moisture content is determined with a Speedy Moisture Meter and the test hole volume is measured with a Washington Densometer. The use of this equipment appears to give results as accurate as those which would be obtained by using specified procedures. However, it is suggested that the specifications for future projects be revised to include the use of this equipment.

Figures 7, 8, and 9 are photos of the inspector measuring the volume of a test hole with a Washington Densometer. The inspector was certain that this test would show low compaction due to excessive moisture and his opinion was confirmed by the test results.

The tests were performed according to the State procedures. The test results were kept as part of the permanent records on forms shown in Examples 4 and 5. The moisture density curves are kept in the testing laboratory so they are available to the inspectors at all times. As a further aid to the inspectors a sample of the material tested is kept in gallon jars and marked as shown in Figure 10. These samples are kept for comparison purposes. That is when new compaction tests are performed the inspector can compare the material from the inspection hole with the samples already tested. If the new material is similar to one of the pretested samples it eliminates the necessity of determining a moisture density relationship. This practice has reduced the number of moisture density relationship determinations necessary to get accurate density tests, thereby allowing the inspector time to perform more compaction tests. The procedure of keeping the samples along with moisture density curves is very good and consideration to be given to adopting this practice on all projects where a large variety of materials will be encountered.

The testing laboratory is located in a former residence adjacent to the project. There is adequate space for the testing laboratory and for storage of necessary materials. Figure 11 shows a portion of the testing laboratory and some of its equipment. The laboratory testing laboratory was well equiped and the equipment was in good condition. It was previously mentioned that a Harvey Miniature mold was used in determining

TESTING EMBANKMENT
Compaction with Washington Densometer

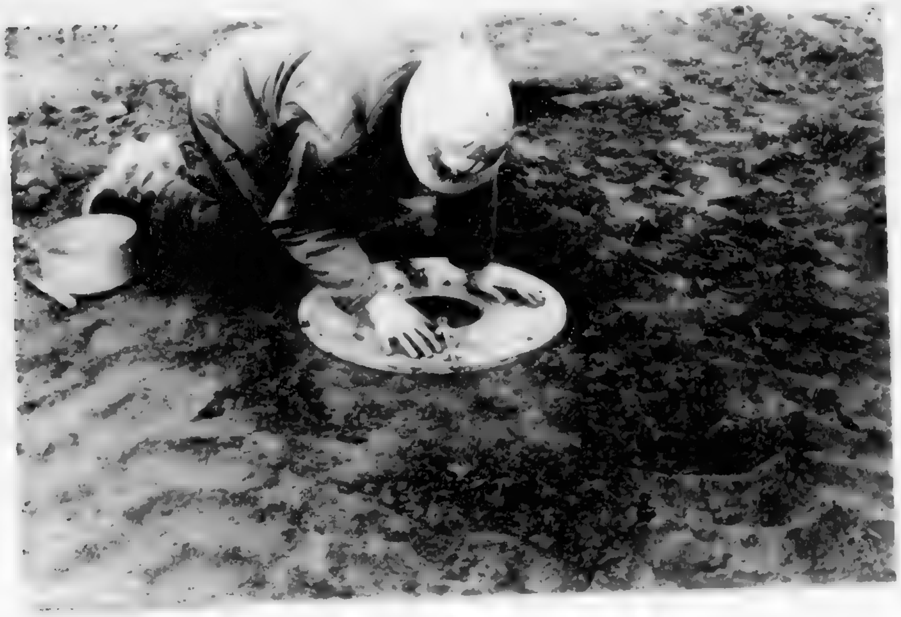


FIGURE 7 - Preparing Base

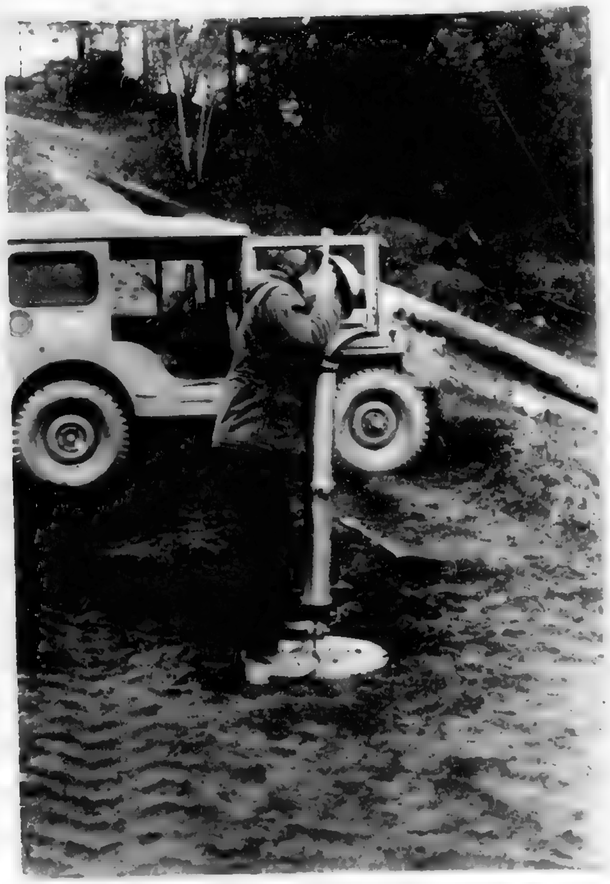


FIGURE 8 - Placing Fluid in Bladder

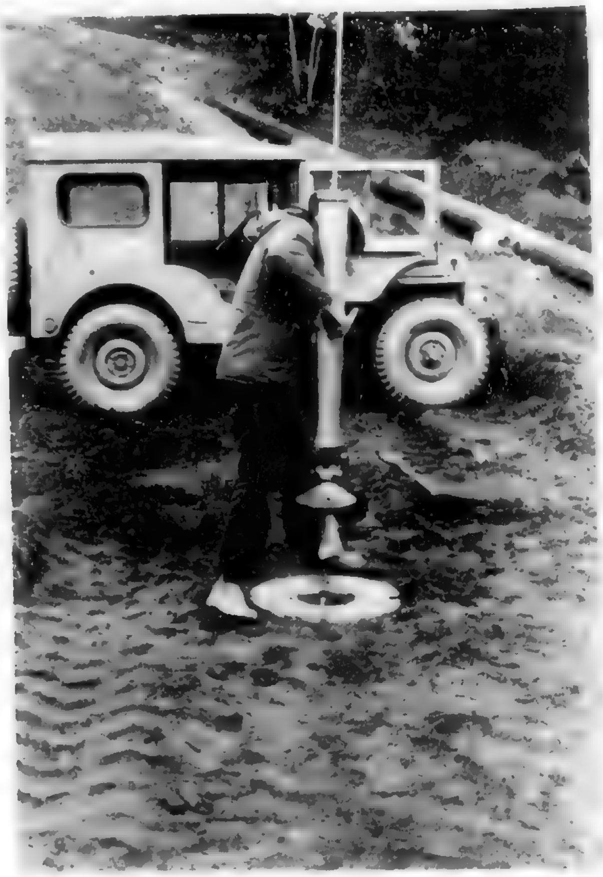


FIGURE 9 - Removing bladder from hole.

the moisture density curves. However, a standard 5¼" mold was used when coarser materials were encountered.

RETESTING PROCEDURE

When the density of the embankment was retested after additional compaction, the inspector usually took the retest in the vicinity but not in the exact location of the first test. This procedure eliminated any tendency of the contractor to spot roll and it also aided in getting uniform compaction.

INSTRUCTIONS TO THE CONTRACTOR

Verbal instructions were given to the contractor's representative by the inspector in charge of that phase of the operation, the resident or his assistants. Formal written instructions are issued by the Resident Engineer only. However, if the contractor ignores the verbal instructions or questions the validity of the instructions, the inspector may issue an Engineer's Memorandum (Example 6). Although this memorandum should be used with descretion, the writer believes the use of this memorandum eliminates many possible disagreements as to whether an order was given, and also as to the extent.

GENERAL EXCAVATION QUANTITIES

The project was staked as near to the design sections as feasible so the staked quantities will be reasonably close to the designed 1,557,097 cu. yds.

The material in the first mile of the project had a shrinkage factor very close to that used in the design, however, there was a slight variation in the remaining portion of the project. A swell factor of about 7% was used in this area and it now appears that it will go straight across. That is - one yard of excavation will make one yard of embankment. Due to this lack of swell it is estimated that about 70,000 cu. yds. of material will have to be borrowed.

It is the writer's opinion that this difference between the design and actual swell values is well within the realm of practicability.

The bid quantity of 1,710,000 cu. yds. included an 152,903 cu. yd. allowance. There is no indication at the present time that the total excavation quantities including the borrow and slides, will exceed the bid amount.

FIGURE 10 - Moisture-Density Samples

FIGURE 11 - Portion of Testing Laboratory

RECEIVED
DEC 27 1963
FOR FILING

December 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1-Supplemental covering additional flagging on the S. Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County, Contract No. 6241 in connection with Federal-Aid Project No. I-5-1(49)009.

The original extra work order for flagging approved by the BPR April 3, 1963, was not enough to complete the project. It is necessary to submit this Supplemental Order to cover the overrun.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb

RECEIVED
DEC 4 - 1963

FOR FILING

I-5-1(49)

6241

December 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering additional clearing on the S. Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County, Contract No. 6241 in connection with Federal-Aid Project No. I-5-1(49)009.

Additional material is needed to complete the fills at the south end of the project. The material will be borrowed from roadway cuts on the next project south which is not yet contracted. It is necessary to clear this borrow area to get the material.

This work was verbally recommended for approval by the B.P.R. Area Engineer and the field authorized to proceed November 18, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

IBP:er

Enclosure

RECEIVED
NOV 21 1963

FORM E-10X 50M 3-58 49808

FOR FILING

6241

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1963

To: **MEMO TO THE FILES**

SUBJECT: **So. Ashland-Wall Creek Section**
I-5

NOTED
LLOYD P. SHAW

Due to previous experience with rock used in A.C. material obtained in the vicinity of Emigrant Reservoir, some concern was expressed when the contractor chose the Dean Indian Quarry for his material source.

Two projects were constructed from sources in this area. Contract No. 5250, Emigrant Reservoir Section, completed in July of 1959, utilized rock from what is known as the Buckhorn Quarry, which is similar to Dead Indian. This project called for an 0-11 oil mat and upon its completion started to pit badly, making it necessary to overlay with A.C. in 1961. Material for the overlay was also obtained from the Buckhorn Quarry and again the surface rock would not cling to the asphalt and it became necessary to seal the A.C. using cover rock from the Siskiyou Quarry.

The second project was Contract No. 5663, Ashland-Neil Creek Section. This job consisted of a 1-1/2 inch overlay from rock obtained from the Dean Indian Quarry. No heavy maintenance has been necessary on this project due to selection of the better quality rock in the quarry. This was possible as the tonnage on the job was quite small. D.M.S. Lammert advises that several areas are breaking up and quite extensive patching will be necessary next season.

On the basis of this previous experience, additional testing was conducted on the surfacing material for So. Ashland-Wall Creek Section with special emphasis placed on degradation. The results of these tests showed that the material ranged from borderline to unsuitable as far as degradation, but passed on all required specifications. The consensus of opinion was that the material would be suitable in the bottom lift of A.C., but if exposed to wear of traffic it would degrade to the point that maintenance costs would be excessive and overlay would be needed in a very short length of time. To avoid this additional expense, the Bureau of Public Roads and the contractor were presented with the plan to utilize the Dead Indian material in the bottom lift of A.C., but obtain the top lift material from a source which would not degrade.

The Bureau gave tentative approval to this plan and the contractor agreed to do the work for an additional $1.62 per ton. This additional cost has been justified by M. N. Juve, Chief Cost Analyst, on the basis of the following data:

Contractor's Cost - Materials from Lininger	$1.60
Contractor's Cost of Haul from Johnson	.60
Stockpiling Cost	.12
	$2.32
Contractor's Production Cost at Dead Indian	- .91
	$1.41
15% for O'hd, Sup. and Profit	.21
	$1.62

J F Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:bjm

cc: A. W. Parsons
L. P. Shaw ✓
L. R. Chandler

RECEIVED
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 6 1963

FOR FILING

6841

MISC. [illegible] and
AGREEMENTS No. [illegible]

October 10, 1963

Pacific Power & Light Company
COPCO Division
216 W. Main St.
Medford, Oregon

Gentlemen:

We are enclosing for the records and files of the Pacific Power & Light Company a fully executed copy of an agreement between the State Highway Commission and the Pacific Power & Light Company covering moving of the Company's facilities on the South Ashland Interchange-Wall Creek Section of Interstate 5, in Jackson County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

RECEIVED
OCT 11 1963
FOR FILING

FORM E-30X 50M 3-63 49808

6291

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 23, 1963

SUBJECT: Dead Indian Quarry Material

To: L. R. Chandler
Division Engineer
P. O. Box 1128
Roseburg, Oregon

A list of degradation tests made in the last several months on material from Dead Indian Quarry is as follows:

Lab. No.	Data Sheet No.	P#20	Ht.	Source
626405	A-96195	24.8	2.5	Sec. 6, T39S, R2E, Quarry
626406	"	22.4	1.7	" " " "
626407	"	28.2	1.2	" " " "
626408	"	28.8	8.0	" " " "
626409	"	33.7	9.8	" " " "
628546	A-96197	21.6	1.3	Sec. 6, T39S, R2E, Quarry
628547	"	24.5	2.3	" " " "
628548	"	25.0	3.2	" " " "
638900	A-2531	22.9	1.2	Quarry - Crusher
640327	A-2535	27.7	6.5	" "
641367	A-2537	23.7	2.0	" "
641725	A-2031	48.3	12.1	Quarry, Face
642496	A-2539	30.1	6.8	Quarry - Crusher
643098	A-2541	18.5	2.1	" "
643994	A-2543	18.4	1.8	" "
645161	A-2546	20.5	2.9	" "
646276	A-2548	29.6	3.9	Quarry
648378	A-2606	26.3	2.4	Quarry - Crusher
649107	A-2608	26.3	2.7	" "
649908	A-2609	70.5	13.4	Quarry
649909	A-2610	34.4	12.6	"
650192	A-97528	16.1	2.6	"
651332	A-2614	30.1	5.2	Quarry - Crusher
654641	A-2615	20.9	2.2	" "
655520	A-98105	55.0	11.9	Quarry
655521	A-98106	31.5	14.3	"
655522	A-98107	39.5	13.6	"
655523	A-98108	36.6	9.9	"
656525	A-6358	19.5	2.3	Cuttings From Drill
656526	A-6359	19.6	2.7	Working Face
658113	A-79191	31.1	4.9	Produced ½ - 0

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

The last three of the listed samples were further tested for resistance to degradation in presence of water after mixing with asphalt. Specimens were molded using identical gradations and an asphalt content of 5.5%. Results of tests are:

Number	Stability		Unconfined Comp.Str.	
	Initial	After 800 cycles at 450 p.s.i. with water	Initial	After soaking in water
656525	42	34	252	168
656526	42	28	244	130
658113	44	2	286	20

Material represented by Laboratory number 656525 appears to be border line but could be used in an asphaltic concrete wearing course with probable acceptable service.

Material represented by Laboratory number 656526 is also border line but will not be servicable in an asphaltic concrete wearing course. With use of a higher asphalt content this material could be used as treated base or lower course asphaltic concrete.

Material represented by Laboratory number 658113 is not suitable for use. Sufficient asphalt could be added to correct susceptibility to degradation at the sacrifice of stability.

It is recommended that acceptability of Dead Indian Quarry material for both asphaltic concrete and base be based on the degradation test with a maximum of 2.5 inches height and 25% passing the #20. Nine of the thirty samples listed above meet this requirement. However, since the frequency of sampling is unknown but probably quite variable, this ratio of good to poor does not mean that 1/3 of the quarry is good. The tests do indicate that there is at least some satisfactory material in the quarry. Since it is doubtfull that good and poor quality can be distinguished by eye, equipment and operator could be borrowed from the Laboratory for testing at the job site provided compressed air and a pressure regulator are available.

Further it is recommended that the gradation of both the base and asphaltic concrete material be kept at the extreme coarse side of the specifications during production in order to prevent excess fines by handling and placing.

Since degradation of the base is due to resilient deflection under load, and resilient deflection is decreased by increased compaction, any means of improving compaction, such as asphalt emulsion in the water, would be benificial.

O. A. White
O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

c.c. F. D. Morgan
G. L. Decker
Tom Edwards

RECEIVED
SEP 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-61—15M—6-63

O…GON STATE HIGHWAY DEPARTM…T
Materials Division

Laboratory Report

Project	S. Ashland Inter.-Wall Creek	Prefix No.	615-1007
Highway	Pacific	County	Jackson
Contractor	Peter Kiewit Sons — Contract No. 6241	F. A. Project No.	I-5-1(49)009
Submitted by	Bill Brown	Date Reported	Sept. 24, 1963

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Dean Indian Quarry

Sampled at Quarry

To be used	Surfacing	Date received	Sept. 4, 1963
Sampled by	Brown	Quantity represented	

TEST RESULTS

Laboratory No.	655522	Type of material	Rock
Data Sheet No.	A98107	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	17.2	
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	18.4	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon air degradation: Pass No. 20	39.51	%
Height	13.6	in.
Date Sampled		

RECOMMENDATIONS

Material as represented by this sample ~~[illegible]~~ subject to excessive degradation under traffic.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Chandler
x Resident Engineer Brown, R.E.
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x Van Cleave

G. W. Harra
Engineer of Materials

State Printing 52508

Form E-61—15M—8-63

O..EGON STATE HIGHWAY DEPARTM..T
Materials Division

Laboratory Report

Project S. Ashland Inter.-Wall Creek
Highway Pacific
Contractor Peter Kiewit Sons
Submitted by Bill Brown
Contract No. 6241
Prefix No. 615-1007
County Jackson
F. A. Project No. 1-5-1(49)009
Date Reported Sept. 24, 1963

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Dead Indian Quarry
Sampled at Quarry
To be used Surfacing
Sampled by Brown
Date received Sept. 4, 1963
Quantity represented

TEST RESULTS

Laboratory No. 655520
Data Sheet No. A-98105
Type of material Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler 23.6
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 100.0 test terminated 2 - 5 days-cycle
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon air degradation: Pass No. 20 54.99 %
Height 11.9 in.
Date Sampled

RECOMMENDATIONS

Material as represented by this sample ~~suitable for~~ subject to excessive degradation under traffic.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Chandler
x Resident Engineer Brown, B.E.
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x Van Cleave

Engineer of Materials

State Printing 53506

Form E-01—15M—8-63

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project S. Ashland Inter.-Wall Creek
Highway Pacific
Contractor Peter Kiewit Sons
Contract No. 6241
Submitted by Bill Brown
Prefix No. 615-1007
County Jackson
F. A. Project No. I-5-1(49)009
Date Reported Sept. 24, 1963

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Dean Indian Quarry
Sampled at Quarry
To be used Surfacing
Sampled by Brown
Date received Sept. 4, 1963
Quantity represented

TEST RESULTS

Laboratory No. 655523
Data Sheet No. A-98108
Type of material Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	18.1	
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	31.5	
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon air degradation: Pass No. 20	36.65	%
Height	9.9	in.
Date Sampled		

RECOMMENDATIONS

Material as represented by this sample ~~suitable for~~ subject to excessive degradation under traffic.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Chandler
x Resident Engineer Brown, R.E.
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x Van Cleave

Engineer of Materials

State Printing 52508

Form E-61—15M—8-63

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project S. Ashland Inter.-Wall Creek
Highway Pacific
Contractor Peter Kiewit Sons
Submitted by Bill Brown
Contract No. 6241
Prefix No. 615-1007
County Jackson
F. A. Project No. I-5-1(49)009
Date Reported Sept. 24,1963

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Dean Indian Quarry
Sampled at Quarry
To be used Surfacing
Sampled by Brown
Date received Sept. 4,1963
Quantity represented

TEST RESULTS

Laboratory No. 655521
Data Sheet No. A-98106
Type of material Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler 21.8
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 26.6
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon air degradation: Pass No. 20 31.49 %
Height 14.3 in.

Date Sampled

RECOMMENDATIONS

Material as represented by this sample .... ~~suitable for use~~ subject to excessive degradation under traffic.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Chandler
x Resident Engineer Brown, B.E.
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x Van Cleave

Engineer of Materials

State Printing 53508

Form E-63—6M—7-62

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project	S. Ashland Inter.-Wall Creek	Prefix	615-1007
Highway	Pacific	County	Jackson
Contractor	Peter Kiewit Sons	Contract No. 6241	
		F. A. Project No.	1-5-1(49)009
Submitted by	B. Brown	Date reported	Sept. 24, 1963

REPORT ON SAMPLE OF FINE AGGREGATE

Source of material	Dean Indian Quarry	Sampled at	Stockpile
To be used	Pavement Class "B" A/C	Date received	Sept. 18, 1963
Sampled by	Brown & Van Cleave	Quantity represented	

TEST RESULTS

Laboratory No. 658113 Type of material Cr. Rock ¼ - 0

Data sheet No. A-79191 Treatment of sample

Screen Opening: Square

GRANULOMETRIC ANALYSIS

Retained on sieve	Per cent single sieve	Per cent accumulative	Fine aggregate
3/8	0	0	
¼	2.2	2.2	
4	11.2	13.4	
10	33.5	46.9	
40	33.9	80.8	
80	6.3	87.1	
200	4.1	91.2	
pass	8.8	8.8	
Total	100.0		

Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Specific gravity (Le Chatelier)	2.84	
Unit weight, lbs. per cu. ft., dry rodded		
Unit weight, lbs. per cu. ft., loose		
Fineness factor		
Sodium sulfate test, per cent loss		
Elutriation		%
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	19	%
Manufactured fines		%
Sand equivalent		
Air Degradation Pass #20	31.09 %	
Height	4.9"	
Date sampled		

RECOMMENDATIONS

Material as represented by this sample .... suitable for use. Tests on Bituminous mixture indicates unsuitable material.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Chandler
x Resident Engineer Brown, B.E.
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x Van Cleave

Engineer of Materials

State Printing 45017

RECEIVED
SEP 12 1963

FOR FILING

September 11, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering additional clearing and pioneering of roadbed cut on the S. Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County, Contract No. 6241 in connection with Federal Aid Project No. I-5-1(49)009.

It is necessary to clear and pioneer cut, to prepare for slide removal. Slide material will be removed at contract bid prices.

This work was verbally recommended for approval by the BPR Area Engineer, August 28, 1963. Your approval of the Order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
SEP 6 1963

FOR FILING

6241

RECEIVED
SEP 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

.AAM

NOTED
LLOYD P. SHAW

CON   MCE   RSB   18   9-3-63   2 08

MORGAN
DEFRANCE

SOUTH ASHLAND-VALL CREEK (I-5) WILL BE CLOSED AT 4:30 PM TODAY FOR 30 TO 40 MINUTES AT STATION 393.

approx M.P. 310

QUINER
17 [illegible]

RECEIVED
SEP 6 1963
FOR FILING

L. Shaw

CON MGE RSB 484 8-30-63 [illegible] 45

I A DEFRANCE
F D MORGAN

RE SOUTH ASHLAND-WALL CREEK

I-5 WAS CLOSED AUGUST 29 AT 4:35 PM AND OPENED 35 MIN LATER.

JOHN QUINER
LF

RECEIVED
AUG 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

FORM CD-121 (9-22-56)
(PRES. BY A.O. 205-10)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

RECEIVED
AUG 7 - 1963
FOR FILING
(24)

TO Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: August 6, 1963

FROM A. W. Parsons, Division Engineer
08-35.0 Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(49)9
South Ashland Interchange-Wall Creek Section
Pacific Power & Light Company Utility Adjustment

Returned herewith are two approved copies of the subject agreement as requested by Mr. Query's July 22, 1963 letter.

We have noted on our preliminary copies that the agreement was signed by Commissioners K. N. Fridley and David B. Simpson and Secretary Floyd Query on July 18, 1963.

Attachments

RECEIVED
AUG 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Litchfield
8-7-63
ms

RECEIVED
JUL 16 1963
FOR FILING

I-5-1(4

6741

July 15, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the July 18 meeting will appear the matter of entering into an agreement with the Pacific Power and Light Company covering moving of the Company's facilities on the South Ashland Interchange-Wall Creek Section of Interstate Route 5 in Jackson County. The State's share of the estimated cost of the work is approximately $3,700 which is eligible for Federal-aid reimbursement.

The facilities that are covered under the terms of this agreement are power lines, et cetera, that are on the Power Company's right of way. In the past, matters of this kind have been handled by an exchange of letters, but the Bureau of Public Roads has requested that they now be handled by formal agreements. We have agreed to give this procedure a trial but hope to go back to the old system if it proves too laborious and cumbersome.

In discussing this agreement with Chief Counsel L. I. Lindas, he recommended that because of Mr. Jackson's connection with the Pacific Power and Light Company, Commissioners Fridley and Simpson sign for the Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. I. Lindas

RLP:ms bbc

JUL 12 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

July 11, 1963

By:

A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
District Engineer

08-35.2-0

Oregon Project I-5-1(49)9
South Ashland Interchange-Wall Creek Section
Pacific Power & Light Company Utility Adjustment

Our memorandum dated February 18, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

Mr. Young's July 3, 1963 letter submitted the agreement, which included the plan and estimate, with the above-mentioned utility. We have examined the agreement and it is considered satisfactory. The agreement will be approved after it is executed by all parties concerned and the usual two conformed copies are furnished to this office. As previously verbally advised, the Bureau of Public Roads will not be a party to the agreement.

Our program memorandum dated February 15, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective February 14, 1963. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on May 2, 1963 in accordance with our discussion of that date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto. Reimbursement is also subject to our approval of the above-mentioned agreement.

NOTED
LLOYD P. SHAW

RECEIVED
JUL 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Litchfield
7-12-63

RECEIVED
JUL 1 - 1963

FOR FILING

[illegible]

6841

1235

L. Shaw

AAM

CON MCE RSB 330 6-20-63 4:16

F D MORGAN
I A DEFRANCE

15, 2 MILES SOUTH OF NEIL CREEK NOW OPEN TO ONE WAY TRAFFICE AFTER BEING CLOSED FOR 25 MINUTES

FILLMORE

MP:,.**.

NOTED
LLOYD P. SHAW

RECEIVED
JUN 26 1963

FOR FILING
5-1(49)009
1311

477 Cottage Street N. E.
Salem, Oregon

May 31, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Sign Changes, Oregon Project I-5-1(49)009
South Ashland - Wall Creek Section

The proposed sign addition indicated on T.E.D. Dwg. No. S-255, transmitted to this office by letter dated May 27, 1963, is approved.

LLOYD F. SHAW

Original to Morgan
Copies to Merchant & Gurney
6-3-63

RECEIVED
MAY 8 - 1963

FOR FILING

I-5-1(49)009

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 6, 1963

By:
M. E. Martin
District Engineer

A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(49)009
S. Ashland Interchange-Wall Creek Section
Talent Irrigation District Agreement

Receipt of two conformed copies of the subject agreement is acknowledged. It has been approved effective this date.

original To Young
5-7-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 7 - 1963

FOR FILING

3 C-1 (41) - 7

6-41 May 3, 1963

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION

ARMCO

ADDRESS REPLY TO
P. O. BOX [redacted] 4686
PORTLAND, OREGON

Mr. Lloyd P. Shaw, Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Shaw:

It has come to our attention that a vendor of corrugated aluminum culvert pipe wishes to substitute uncoated pipe for the asphalt coated pipe specified as "Corrugated Metal Pipe" on the S. Ashland Interchange-Wall Creek Section, Pacific Highway, Jackson County. We wish to express our objection to this proposed substitution because of the precedent which it would establish. This substitution would put Oregon State Highway Department in the position of having accepted uncoated aluminum pipe as equal to coated steel pipe, although this equality is neither proven by field experience nor allowed by your specifications. The Portland Office of the Bureau of Public Roads, incidentally, also specifies that both metals be treated the same--either both uncoated or both coated.

The Special Provisions for this job, Page 19, Paragraph 2, says "The corrugated metal pipe, either galvanized steel or aluminum, shall be furnished and installed in conformance to the Standard Specifications, including particularly the Division 2, Section 21, subject to the modifications and supplementations hereinafter set forth in the accompanying insert titled 'Special Provisions--Corrugated Metal Pipe Materials'. . . . .". The "Special Provisions--Corrugated Metal Pipe Materials" covers the fabrication of pipe and contains no reference to asphalt coating, so the Standard Specifications would govern.

2.214 of the Standard Specifications says "Unless the bid item designation has included in it the word 'uncoated', both the interior and exterior surfaces of the pipe shall have been coated with asphaltic cement . . . . ". There is no ambiguity in the specifications; corrugated metal pipe of all kinds is to be asphalt coated unless otherwise specified in the bid item.

We respectfully request that you maintain your specifications on the subject job, or else remove the coating requirement on steel pipe on this job so that steel pipe vendors may possibly negotiate with the contractor, to his advantage; and so that the aluminum pipe vendor will not have the apparent but false claim that Oregon State Highway Department allowed uncoated aluminum pipe as equal to

NOTED
LLOYD P. SHAW

coated galvanized steel pipe. To the best of our knowledge there is not yet enough history on corrugated aluminum pipe in actual culvert service to indicate that it does not need the same asphalt coating which you specify for steel in selected areas.

Very truly yours,

Sales Engineer
Portland District

W. E. Powers
ihs

RECEIVED
MAY 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY - 6 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY - 1963
FOR FILING

Rollin E. Bowles, Chairman
Portland
John P. Amacher, Winchester
Tallant Greenough, Coquille
Wayne E. Phillips, Baker
Joseph W. Smith, Klamath Falls

7 5-1 (41)

6241

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 3503
PORTLAND 8

May 1, 1963

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. Lloyd P. Shaw

Dear Sir:

We have received your letter of April 11, 1963, advising us of your design change contemplated for the Neil Creek box culvert on the South Ashland Interchange-Wall Creek Section.

Subsequently, we received a letter from Mr. Merchant and plans showing baffles in this culvert. We have inspected drawings No. 18428 and 18798 and find that they are suitable for the passage of fish. The plans are approved as submitted.

Thank you for allowing us to comment upon this problem, and we also appreciate receiving the plans for the Jones Creek installation.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK:dm

cc: Bill Clothier
Mr. I. D. Merchant

NOTED
LLOYD P. SHAW

RECEIVED
MAY 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY - 2 1963
OREGON
STATE HIGHWAY COMMISSION

cc Young
5-7-63

RECEIVED
MAY 7 - 1963

FOR FILING

I-5-1 (43) [illegible]

THE CORRUGATED METAL PIPE ASSOC. OF THE PACIFIC NORTHWEST

12005 N. Burgard St. Portland 3, Oregon

April 30, 1963

Mr. Hill Young, Office Engineer
Oregon State Highway Department
Salem, Oregon

REF: South Ashland Interchange-Wall
Creek Grading & Paving Contract
No. 6241 - Peter Kiewit & Sons
Co. Awarded March 14, 1963

Dear Mr. Young:

In reference to the above contract, we understand that a new concern have quoted and secured the order for the corrugated culvert on this particular contract, and in their quotation, they did not include dipping or dipping and paving as specified in the original contract.

The Corrugated Metal Pipe Association of the Pacific Northwest wish to go on record that we are very much opposed to any change in the specification covering culvert after the bids have been opened and the contract awarded. Even though the other people are furnishing aluminum culvert which has no life history, three-quarters of our membership can furnish aluminum pipe to pass the specifications as originally specified and some bid on this job accordingly.

We do not feel it is right to make any changes allowing them to use uncoated aluminum at this point. It is not fair or equitable to allow any supplier the privilege of supplying material contrary to specifications as it would give the supplier a decided price advantage, and again as we stated, this material has no life history as culvert, and if coating is good for steel, which we can prove that it is, it is just as good for aluminum.

Very truly yours,

THE CORRUGATED METAL PIPE ASSOCIATION OF THE PACIFIC NORTHWEST

G F Beall

G. F. BEALL
President

NOTED
LLOYD P. SHAW

GFB:el
cc-George Schwarz
Salem, Oregon

cc Shaw
Decker

RECEIVED
MAY 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 1963
OFFICE ENGINEERING
DIVISION

RECEIVED
JUN 12 1963

FOR FILING

I-5-1(49)009

6841

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

April 29, 1963
Salem, Oregon

Agenda Item 4-d

Mr. T. W. Litchfield
Utilities Liaison Engineer
Office

Attached is a partially signed copy of an agreement with the Talent Irrigation District covering adjustment of the Irrigation District's facilities necessitated by improvement of South Ashland-Wall Creek Section of Interstate Route 5 in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Mr. W.H. Hoffbuhr, Secretary-Manager, Talent Irrigation District, Talent, Oregon.

Secretary

rn
Attach: 1

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

NOTED
R. L. PORTER

IN REPLY
REFER TO: 424

MAR 13 1963

Oregon State Highway Department
Salem 10, Oregon

Gentlemen:

Mr. W. H. Hoffbuhr, Secretary-Manager of the Talent Irrigation District, recently forwarded to this office three copies of an agreement between the State of Oregon and the Irrigation District covering the construction of the South Ashland Interchange - Wall Creek Section of Oregon State Primary Highway No. 1, Interstate Highway No. 5, in Jackson County. The copies of the agreement were forwarded for the approval of the Bureau of Reclamation. We have no objection to the arrangements made between the State and the District but believe that it is not necessary for us to formally approve the agreement. We would, however, like to suggest that the correct status of the irrigation facilities involved be shown as owned by the United States and operated and maintained by the District. This matter was discussed with Mr. Jack Sollis of your office during our telephone conversation with him on March 11, 1963.

The right of way across the irrigation facilities should be obtained under the procedures set forth in Article 9 of the crossing agreement between the State of Oregon and the United States dated September 12, 1957, Contract No. 14-06-100-1306. This agreement was entered into for the purpose of covering all crossings involving State highways and irrigation facilities owned by the United States within the Talent Irrigation District. Highway plans submitted for approval of the United States should be forwarded to our Construction Engineer at Talent, Oregon. If the plans are satisfactory, he will forward them to this office for approval on behalf of the United States.

Article 16 of Crossing Agreement Contract No. 14-06-100-1306 provides that each agency shall be responsible for the operation and maintenance of its own facilities. It is, therefore, suggested that the operation and maintenance provisions set forth in the agreement between the State and the Talent Irrigation District

Copy to Lindas

be set out in the notice of ownership which the State is to submit to the United States for acceptance upon completion of the Highway work.

The three copies of the agreement between the State and the Irrigation District which were forwarded to this office are enclosed herewith.

Very truly yours,

Ralph H. Grieve

Acting Regional Director

Copy to: Mr. W. H. Hoffbuhr, Secretary-Manager, Talent Irrigation District, Talent, Oregon
Project Construction Engineer, Talent, Oregon

RECEIVED
MAR 1 [illegible] 1963
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 50M 8-62

RECEIVED

1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH R. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-5-1 (49) 809

File —

April 24, 1963

Oregon State Game Commission
1634 S. W. Alder Street
P. O. Box 3503
Portland 8, Oregon

Attention: Mr. R. O. Koski
Chief of Liberations

Gentlemen:

Re: Neil Creek Box Culvert
South Ashland Interchange-Wall Creek Section
Pacific Highway
Jackson County
Bridge No. 9183

In response to your request we have altered our plans for the subject culvert placing baffles 1'8" high at approximate 9' centers along the full length of the culvert.

These baffles contain a jump hole located alternately on the right and left-hand sides of the baffle similar to those used in the Jones Creek culvert.

We are attaching two prints of Drawing Nos. 18428 and 18798 which have been revised to show these baffles.

As this is a matter of considerable urgency it is necessary that we proceed with the construction of this culvert at once. If any changes are necessary please notify us in the very near future.

At your request we have also attached for your files a print of Drawing No. 17349 which are the details of the Jones Creek Culvert Fishway.

Very truly yours,

NOTED
LLOYD P. SHAW

Ivan D. Merchant
Bridge Engineer

TCR/wm
Attached
cc: Mr. F. D. Morgan
Mr. Gil Decker
Mr. Lloyd Shaw ✓

RECEIVED
APR 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-5-1(4)

241

April 18, 1963

Talent Irrigation District
P. O. Box 467
Talent, Oregon

ATTENTION: Mr. W. H. Hoffbuhr

Re: Irrigation Ditch Lining
Talent Irrigation District
So. Ashland-Wall Creek Section
Pacific Highway - Jackson County

Gentlemen:

Your estimate and sketch map for the lining of the ditch by your District on subject section has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of April 11, 1963.

Please contact Mr. Bill Brown, 22 South 1st Street, Ashland, Oregon, Phone 482-3394, at least three days prior to the beginning of work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to April 11, 1963, in the amount of $1,371.42 will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement. Please be sure to include the beginning and completion dates of the work in your statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

FGP:hjh

cc: L. P. Shaw ✓
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
B. E. Brown
R. L. Lammert
P. R. Barnhart

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APR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-5-1 (42)

6241

April 15, 1963

Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Attention: Mr. R. H. Sallee

Re: Utility Adjustments Agreement
Ashland Interchange-Wall Creek Section

Pacific Highway
Jackson County

Gentlemen:

The proposed subject agreement has been examined by the Utilities Liaison Engineer and myself. It appears that certain changes are required in Exhibit "C" and Exhibit "D". The adjustment of some poles and facilities which are located outside the new or relocated right of way and access control lines and which are not in fact in conflict with said right of way and access control lines, have been listed on Exhibit "C" and utilized in the final calculation appearing on Exhibit "D".

Referring to Exhibit "E", Map E-58-9-C, it appears that poles improperly included on Exhibit "C" are:

E897 and E2131 located on private land, and
E895 located on public road right of way.

Referring to Map E-58-9-B, Exhibit "E", we find poles E2462, E2446 and E2447, which are located on private property, and which are improperly included in Exhibit "C".

Thus, we have a new total number of conflicting poles located on private property, namely eleven (11), and a new total of conflicting poles located on public road right of way, namely eleven (11), and a new total of all conflicts of 22 poles. Therefore, on Exhibit "D" it should appear that:

State's participation will be 11/22 or 50% of the total cost.
Utility's participation will be 11/22 or 50% of the total cost.

It is the position of the highway department that a Utility, in exercising its statutory right to locate its facilities within a public highway right of way, assumes the risk that the public body having jurisdiction over said right of way may require the Utility at the Utility's sole cost, to relocate its facilities that are within such public right of way. In some instances the relocation may even render some of the Utility's non-conflicting facilities, located upon adjoining private easements, of little or no use.

We believe that the highway department is not required in any way to participate in the relocation cost of such poles or other facilities on private property that are not in conflict with the construction requirements of State's project, even though the required relocation of the utility line within the right of way may render some of the Utility's facilities on private property of little or no use.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr

cc: L. P. Shaw
F. D. Morgan
C. H. Maison
Ted Litchfield (4)
G. W. Ross
L. R. Chandler
R. L. Lammert
Paul R. Barnhart
B. E. Brown

RECEIVED
APR 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 15 1963
FOR FILING

641

477 Cottage Street, N. E.
Salem, Oregon

Mr. Forrest Cooper, State Hwy. Engr.
Salem, Oregon

April 11, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

By:
M. E. Martin
District Engineer

08-35.2-0

Oregon Project I-5-1(49)009, South Ashland Interchange - Wall Creek Section
Talent Irrigation District Agreement and Utility Adjustment

Our memorandum dated February 18, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The copy of the proposed agreement between the Talent Irrigation District and the State, has been examined and is considered satisfactory. The agreement will be approved after it is executed by all parties concerned and the usual two conformed copies are furnished to this office.

We hereby approve the estimate and sketch for the lining of the ditch by the District and furnished with Mr. Young's March 26, 1963 letter. Reimbursement on an agreed lump sum basis of $1,371.42 is approved.

Our program memorandum dated February 15, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective February 14, 1963. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 13, 1957 and supplements thereto. Reimbursement is also subject to our approval of the above-mentioned agreement.

RECEIVED
APR 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
4-15-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 12 1963

FOR FILING

I 5-1(41)-1

6241

April 11, 1963

Mr. P. W. Schneider, Director
Oregon State Game Commission
1634 S. W. Alder Street
Portland 8, Oregon

Dear Mr. Schneider:

With reference to your letter of April 1 relative to the Neil Creek box culvert, South Ashland-Neil Creek Section of the Pacific Highway, it has been necessary to obtain more field information before our Bridge Division can properly design a set of baffles.

The field crew has been ordered to proceed under "forced draft", and we plan to include this design if at all possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
F. D. Morgan

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1963

SUBJECT: So. Ashland Interchange-Wall St. Section
Pacific Highway
Proposed Fish Run Facilities

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

The following measures have been taken towards accomplishing your request of April 3 having to do with fish run facilities through the box culvert at Neil Creek:

(1) Bridge Department contacted. They advise the true gradient of the box will be required for proper design of baffles.

(2) Field has been advised to secure and present data posthaste for determination of this gradient.

It is suggested the Game Commission be advised this data is being assembled and they will be furnished design for approval at the earliest possible date. They could also be assured this "fishway feature" will be included in the box construction if at all possible.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: L. R. Chandler

RECEIVED
APR 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
April 3, 1963

South Ashland Interchange-
Wall Street Section
Pacific Highway
Proposed Fish Run Facilities

Mr. G. A. Decker
Assistant Construction Engineer
Building

Attached is a copy of a letter from R. G. Koski of the Game Commission, in regard to Neil Creek on the subject project.

Will you please see what we can do in regard to baffles or weirs similar to those which have been installed in other culverts to facilitate the passage upstream of fish. This is a matter of considerable urgency and should be presented to the Game Commission within the next ten days. Please have someone prepare the necessary sketches and maps.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

Rollin E. Bowles, Chairman
Portland
John P. Amacher, Winchester
Tallant Greenough, Coquille
Wayne E. Phillips, Baker
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 3503
PORTLAND 8

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

April 1, 1963

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. R. L. Porter

Dear Sir:

This letter is in reference to yours of February 14, 1963, relative to the South Ashland Interchange - Wall Creek Section of the Pacific Highway. Plans for a crossing of Neil Creek, using an 8'X8' RCB at 5½ per cent grade, were also included. We wished to have a field investigation of this construction, but as the plans were received just three days prior to the bid-calling, it was obvious that our comments could not reach you in time.

Neal Creek is an excellent stream for anadromous fish, and passage upstream should be provided. It is our thought that baffles, similar to those installed at the Jones Creek culvert, would serve the purpose here. Observations by our biologist this winter, indicate that steelhead have been successfully ascending the steep Jones Creek culvert in good numbers. In previous years this was a serious block. Incidently, if a plan of the Jones Creek improvement is available, we would appreciate a copy for our files. Your consideration of our request for providing passage on the Neal Creek culvert will be appreciated. Thank you for the opportunity to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
R. L. [illegible]

ROK:dm

cc: Bill Clothier

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APR 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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APR [illegible] 1963
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

[illegible] 1(49) [illegible] 1

L 541

477 Cottage Street N. E.
Salem, Oregon

Mr. Forrest Cooper, State Hwy Engineer
Salem, Oregon

April 10, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-1(49)009
South Ashland Interchange - Wall Creek Section
Dunn Irrigation Ditch Users Agreement

Mr. Litchfield's March 13, 1963 letter transmitted preliminary copies of the subject agreement. We have examined the agreement and it is considered satisfactory.

The agreement will be approved upon receipt of the two conformed copies usually supplied to this office.

RECEIVED
APR 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Litchfield
cc Young
4-13-63

NOTED
LLOYD P. SHAW

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APR 9 - 1963
FOR FILING

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

I-5-1 (49) 609

6241

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 1

April 5, 1963

REFERRED TO
SHAW
BY DEPUTY STATE HIGHWAY ENGINEER

State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention Mr. R. L. Porter

Dear Sir:

This is to advise that the Oregon Fish Commission concurs with the recommendations and comments contained in the Oregon State Game Commission's letter to you dated April 1, 1963 relative to the South Ashland Interchange-Wall Creek Section highway project.

Thank you for the opportunity to review your plans concerning stream crossings.

Sincerely,

William D. Clothier
WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

cc R. O. Koski
Neubauer-OFC
Van Hyning-OFC
Warren-OFC

NOTED
LLOYD P. SHAW

cc Morgan
Young
4-8-63

RECEIVED
APR 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 8 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 17 1964
FOR FILING

Gene Brown Story

[illegible]

Mr. Gene L. Brown
Attorney at Law
[illegible] Building
Grants Pass, Oregon

Re: [illegible] - Cook
[illegible]-Wall Creek Sec.
Pacific Highway

Dear Gene:

This is to acknowledge your letter of the 27th relative to the above file.

A review of the file indicates that we did purchase all access rights and this was included in the purchase price paid to your clients in the sum of $10,500.

Relative to your inquiry concerning a representative of the Bureau of Public Roads, I am informed by that organization that on February 18 or 19, Mr. Lee [illegible], appraiser attached to the Oregon Division Office, did call upon Mrs. Cook, your client, to interview her concerning the settlement. This is in line with their inspections in depth and the spot checking they do. I am also informed that Mr. [illegible] did not talk with Mr. Cook, but only with Mrs. Cook. He denies that he ever stated or indicated that they did not receive adequate compensation.

At the time of my interview with him, I also talked with Mr. Charles [illegible] of the same organization, who is Mr. [illegible]'s immediate superior. He states that in their investigations the adequacy of compensation is never discussed. Should you wish to contact the Bureau of Public Roads, the local address is 477 Cottage Street, N. E., Salem, Oregon.

I thank you for calling this matter to our attention, and with kindest regards, I remain

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:jm

GENE L. BROWN
R. GENE SMITH
ATTORNEYS AT LAW
WING BUILDING
GRANTS PASS, OREGON

GREENWOOD 6-2464
GREENWOOD 6-5683

March 27, 1963

Mr. L. I. Lindas
Oregon State Highway Department
Salem, 10 Oregon

Re: Your File No. 34901 South Ashland-Wall Creek
Section Pacific Highway
Mr. & Mrs. George C. Cook

Dear Len:

Mr. Cook has been in and discussed with me a recent transaction where the State of Oregon purchased the right of way from him covered by the above file.

It is not clear from the documents which he has handed me whether or not access was purchased by the state. Could you tell me whether or not this was included in the purchase price.

Recently a representative of the Bureau of Public Roads called and discussed the matter of his sale to the State of Oregon with he and his wife. This gentlemen whose name I do not know, indicated that he felt that they had not been paid adequate compensation and that they would be entitled to an additional $25 an acre. Mr. Cook checked with one of the resident engineers on the job and that is how we were able to identify the man as a representative of the Bureau of Public Roads.

Feb. 19th

I realize this information is somewhat sketchy and it would appear to me the State of Oregon would be interested if representatives of the Bureau of Public Roads are calling upon parties from whom the State is purchasing property and telling them they had not received adequate consideration and that they would probably receive additional compensation. Can you give me any information as to this gentlemen's identity, capacity to act, and any general information about his part in condemnation proceedings.

Sincerely yours,

Gene L. Brown
GENE L. BROWN

GLB/at
cc: George C. Cook
297 Sixth St.,
Ashland, Oregon

Took all access
the remainder
O.K.

[illegible]

RECEIVED
MAR 27 1963

FOR FILING

I-5-1(4[illegible]) [illegible]

6241

March 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering directional signing on the S. Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County, Contract No. 6241 in connection with Federal-Aid Project No. I-5-1(49)009.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

RECEIVED
MAR 27 1963

FOR FILING

[illegible]

6241

March 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging on the S. Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County, Contract No. 6241 in connection with Federal-Aid Project No. I-5-1(49)009.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

RECEIVED
APR 15 1963
FOR FILING

[illegible]

6041

MISC. CONTRACTS and
AGREEMENTS No. 3003

Salem, Oregon
March 19, 1963.

Agenda Item 4f-3
Throughway Agreement
South Ashland Interchange-
Wall Creek Section
Pacific Highway No. 1
Jackson County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Donald N. Harwell
Mapping-Records Engineer

Attached is a conformed copy of a throughway agreement with Jackson County covering the South Ashland Interchange-Wall Creek Section of the Pacific Highway in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jackson County.

Secretary

rn
Attach: 1

RECEIVED
MAR 20 1963

FOR FILING

I-5-1 (41) [illegible]

6241

March 19, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the April 25 Highway Commission meeting will appear the matter of entering into an agreement with the Talent Irrigation District on the South Ashland-Wall Creek Section of Interstate Route 5 in Jackson County.

The agreement is necessary because of conflict with the Irrigation District's facilities by the highway improvement and provision is made for the State, as part of the contract, to perform all adjustments within the highway right of way and the Irrigation District to perform, at State expense, some reconstruction that is outside the right of way. The estimated amount of this work by the Irrigation District is $1,400.

It is recommended that this matter have your favorable consideration and that the Secretary be authorized to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox

RLP:ms bbc

RECEIVED
MAR 25 1963

FOR FILING

I-5-1(49)609

6041

LAW OFFICES
DAVIS AND AINSWORTH
PROFESSIONAL ARTS BUILDING
480 SISKIYOU BOULEVARD
ASHLAND, OREGON

SAM B. DAVIS
SIDNEY E. AINSWORTH
~~WILLIAM A. MANSFIELD~~

TELEPHONE
482-3111

March 18, 1963

Mr. Leonard I. Lindes, Chief Counsel,
State Highway Department,
State Highway Building,
Salem, Oregon.

Attention: G. E. Rohde and Jack Sollis.

Dear Leonard: Re: Ivan Farmer

COPY

As the recent correspondence will show, upon my recent visit to your office, George Rohde advised that the cost of the state building a frontage road into the Farmer property would be prohibitive. George then advised that the state would give consideration to acquiring an extra strip of land from Curtis for public road purposes, of course, with Mr. Farmer to construct a road thereon. Naturally the road would become a public road and the state would have no duty to maintain the same.

George suggested that the Farmers should come up with a figure on which they would be willing to settle on the above basis, and we considered this to be "fair enough".

Mr. Farmer has gone over the land with the local resident engineer, so as to determine the culverts which he, Mr. Farmer, would be required to install, etc. Mr. Farmer has arrived at an estimate of cost to build a road surfaced with six inches of coarse granite and all the necessary drainage culverts.

As you recall, the original offer to the Farmers was in the neighborhood of $3,900, based on the assumption that the Farmers would have no trouble or expense replacing their access. This assumption, as we all know, has turned out to not be the case.

I had previously advised you that the Farmers have no intention to make a "killing" on this case. We therefore add the estimated cost of building a road to what we consider to be just compensation for the taking on the original basis. Accordingly I am authorized to advise you that the Farmers would settle the matter for the total sum of $8,000, with the agreement that the state would acquire an extra strip from Curtis to be dedicated for public road purposes.

NOTED
R. L. PORTER

I believe that the offer on the above basis is in the best interests of all parties. If the state refuses to acquire the strip from Curtis, our only recourse will be to initiate proceedings to establish a public way of necessity over the Curtis property. This would cost the Farmers money both in attorney fees and the cost of acquiring the land. I would then have to advise the Farmers to hold up settling with the state pending the way of necessity proceedings. The cost to the Farmers in pushing a way of necessity through Curtis would then necessarily be reflected in any settlement they would make with the state. All of this is to say that I believe that the state could save money by acquiring the strip from Curtis along with the acquisition for highway purposes, and do justice to the Farmers in the process.

I would also respectfully request a decision on this matter as soon as possible. The Farmers have been waiting for some time for a final determination and they, like you, would like to have it cleared up.

I am taking the liberty of sending a copy of this letter to Mr. Forrest Cooper for his information. I had the pleasure of sitting next to him at a meeting in Medford a few weeks ago and discussed the subject with him briefly.

Many thanks to you and George for the courtesies extended by you in negotiating this problem.

Yours very truly,

DAVIS AND AINSWORTH

By /s/ William A. Mansfield
William A. Mansfield

WAM/C
cc: Forest Cooper, State Highway Engineer,
State Highway Building,
Salem, Oregon.

Leonard W. Riley, R/W Supervisor,
State Highway Department,
Roseburg, Oregon.

RECEIVED
MAR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 63
OREGON
STATE HIGHWAY COMMISSION

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MAR 15 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1963

~~Peter Kiewit~~ Sons' Company
405 East Main Street
Medford, Oregon

Gentlemen:

The State Highway Commission on March 14, 1963, awarded to you State Highway Contract No. 6241 for the following project:

Grading, stone base, paving, structures and signing on S. Ashland Interchange-Neil Creek section of Pacific Highway in Jackson County

This award was based on your low bid of $3,099,093.00 which was submitted to the Commission on March 12, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. M. Young
R. G. Savage (SI'C)
I. D. Merchant

RECEIVED
MAR 19 1963

FOR FILING

477 Cottage Street, N. E.
Salem, Oregon

March 14, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
08-35.2-0 Division Engineer
Salem, Oregon

Oregon Project I-5-1(49)9
South Ashland Interchange - Wall Creek Section
Grading, Paving, Structure, and Signing

As requested in Mr. Porter's letter of March 13, 1963, we hereby concur as of this date in the award of contract No. 6241 to Peter Kiewit Sons Company of Omaha, Nebraska, low bidder in the amount of $3,099.093.00 at the March 12, 1963 bid opening.

Mr. Litchfield's March 13, 1963 letter transmitted preliminary copies of agreements with the utilities involved in this project. As stated in our February 18, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

Although all rights of way or rights of entry have been acquired, we understand, from Mr. Wright's February 11, and March 11, 1963 letters that a portion of the property right of Station 227, R. W. File No. 34884, consisting of a cafe building and equipment plus a portion of a motel, will not be available to the contractor until June 1, 1963. By this time, the improvements, with a salvage value estimated at $1,750.00, will have been disposed of by your Property Management Section. Inasmuch as the parcel is not in its entirety available for occupancy by the contractor we can concur in award only on the basis of a finding in the public interest as required by subparagraph 9e of PPM 21-6.3.

We believe that allowing the owner of the cafe and motel a reasonable amount of time to relocate and having the Property Management Section dispose of the improvements is in the public interest. This is due to a condition over which you had no control as the property had to be condemned. The project involves heavy work and there is an urgent need to advance this project to the physical construction stage to avoid loss of valuable time during the 1963 construction season which begins about mid-March. The inability to occupy and use the abovementioned portion of right of way will not hamper the operation of the contractor or add to the cost of the project. The contractor will be able to prosecute the work on the project in an economical and orderly manner.

original To Young
copy To Morgan
3-19-63

NOTED
LLOYD P. SHAW

9

RECEIVED
MAR 13 1963
FOR FILING

I-5-1(49)009
6241

March 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: Project No. I-5-1(49)009

Bids were received on March 12 for the South Ashland Interchange-Neil Creek Section of Interstate Route 5 in Jackson County. This is Federal-Aid Project I-5-1(49)009. The State's estimate for comparison of bids was $2,795,905.10. Five bids were received, as follows:

Peter Kiewit Sons' Company	$3,099,093.00
C. R. O'Neil	3,106,036.35
Slate and Hall	3,346,283.40
McNamara Corporation	3,505,723.00
R. L. Hauck Sons' Corp.	3,613,598.60

According to our figures, the low bid is 10.8% percent above the estimate.

I have no personal knowledge of the McNamara Corporation as it is a Canadian firm and as far as I know has not operated in Oregon. The other four bidders are well-known contractors; all are considered competent operators and apparently all were submitting very competitive bids. The main item that exceeded the estimate was general excavation, which was bid at $0.92, against and estimate of $0.78 per cubic yard.

It is difficult to point out any other specific areas where the low bid grossly exceeded the estimate. It was composed of slight overages in many items.

Inasmuch as the bidding on this project was competitive; that the bids were submitted by reputable firms; and that the range in bidding was over a comparatively small spread, we must conclude that the State's estimate was probably too conservative. A further point to consider on this project is that the Siskiyou Mountain Section is the most critical remaining rural area on Interstate 5 in southern Oregon. It occurs to us that a low bid which is only 10.64 percent above the Engineer's estimate could be accepted in the public interest in order to expedite continuing improvement on Oregon's portion of this highway.

Under the circumstances, may we have your concurrence in recommending the bid of Peter Kiewit Sons' Company to the Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm

cc Mr. Forrest Cooper
Mr. L. H. Young
Mr. C. H. Maisum

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

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MAR 13 1963
FOR FILING

I-5-1(41) [illegible]

6241

– Forrest Cooper

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 11, 1963

Relocation Advisory
Assistance

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

My letter of February 11, relating to the right of way status of projects which are scheduled for bid opening on March 12, inadvertently omitted reference to the status of relocation advisory assistance on secondary and county projects.

This will certify that relocation advisory assistance has been offered to all persons eligible for such assistance on each and every project scheduled for March 12 bid opening. The right of way on county projects has been acquired by the counties and in each case, the county court has notified our County and City Division that: (1) There were no displacements, or (2) Relocation advisory assistance has been offered to each person eligible.

Relative to the South Ashland Interchange-Wall Creek Section status report of February 11, I have since found that my report of relocation advisory assistance was slightly in error. Relocation had been discussed with each displacee, but when the displacee informed the agent that his plans for relocation had been formulated, the agent had not advised the displacee of the availability of our service. At my instruction, the agents have now gone back to each displacee in that category and advised them of the availability of relocation advisory assistance through our organization.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:sm
cc: Forrest Cooper ✓
L. H. Young
C. H. Maison
L. I. Lindas

NOTED
FORREST COOPER

RECEIVED
MAR 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 80M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

South Ashland-Wall
Creek Section
Pacific Highway

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Mr. Lovejoy has advised me that an additional statement is needed in order to permit a finding of "in the public interest" required by paragraph 9-e of PPM 21-6.3. I had believed that an examination of all the project documents, together with my letter of February 11, would clearly support such a finding.

This will advise you that condemnation suits have been filed, or options taken, on the ten files which had not been completed at the time of the earlier letter. Under Oregon law, we are entitled to possession of all these properties with the filing of a condemnation suit. As a practical matter, however, where the taking involves an occupied improvement, we find it necessary to permit the occupant a reasonable period for vacating the premises. In this category are our files 34884-Vanderwood and file 34887-Curtis.

As we have previously reported, the contractor will be asked to dispose of the improvements on the Curtis property and has been advised in the contract that these improvements will be available to him on April 1, 1963. This date conforms to the moving plans set forth to us by Mr. Curtis. The deferring of possession on the property improvements until April 1 should occasion no delay, loss, or extra costs to the contractor.

Under the terms of the contract, the improvements on the Vanderwood property will be disposed of by our Property Management Section and the contractor will be held from the area occupied by these improvements until June 1, 1963. An analysis by the Construction Division shows that this can be done without hampering the operation of the contractor or adding to the cost of the project.

For the reasons stated in my letter of February 11, we request your concurrence in these proposals and a finding in the public interest.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:sm

cc: Forrest Cooper
L. H. Young
C. H. Maison
L. I. Lindas

RECEIVED
MAR 11 1963

FOR FILING
I-5-1(41)
62H1

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 7, 1963

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-5-1(46)09
South Ashland-Wall Creek
Right-of-Way

Returned herewith are the approved right-of-way plans for the subject project. Approval is conditioned upon receipt of the information requested in our letter of March 4. This office authorized acquisition of right-of-way on November 23, 1962. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

The project agreement will be forwarded for your approval, under separate cover.

Attachment

RECEIVED
MAR 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
with plans
copies To Young
Wright

NOTED
LLOYD P. SHAW

RECEIVED
MAR 14 1963
FOR FILING

I-5-1(49)009

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Terms of Agreement
Talent Irrigation District
So. Ashland-Wall Creek Section
Pacific Highway - Jackson County
Project No. I-5-1(49)009

Dear Mr. Parsons:

In order to reach an agreement with the Talent Irrigation District, it has been necessary to make certain revisions in the access control line, provide a locked gate access, and line an existing irrigation ditch on this project.

The turn-around which is shown westerly of Station 213+75 and adjacent to the Ashland lateral of the Talent Irrigation District is necessary to allow the Irrigation District's cleaning equipment to turn-around while performing their maintenance operation, since their existing access from the highway will be severed by the new construction. It was originally intended to construct this turn-around outside the State's right of way. However, the owners of the adjacent property, Messrs. J. P. Clark and R. E. VanVleet, demanded $1,000 for the one-tenth of an acre of land which this would require. This situation was then reappraised and it was decided to build the turn-around on the right of way and revise the access control line as shown on Sheet #3 of the plans as revised on February 19, 1963.

There is a locked gate access shown easterly of Station 219+00. This is necessary to allow the Irrigation District access to maintain their Ashland lateral which is in the area bounded on the east by the Southern Pacific Railroad tracks and on the west by the freeway between stations 219 and 225. This appeared to be the only practical solution to the problem, since the alternative would be to line the existing ditch with concrete.

The portion of this ditch between Stations 225+80 and 228+50 is shown to be lined by "others". This work is necessary because no access can be provided from the highway to this portion of the ditch between the highway and railroad rights of way and access from the north is impractical. The District has stated that lining this ditch will eliminate the necessary for access to this area by vehicle. They have consented to do this work on a reimbursable basis under the terms of PPM 30-4. The District has stated that their costs for doing this type of work is approximately $3.15 per square yard of ditch lining, which makes the approximate estimated cost of this work $1,500. The average price to the State for concrete ditch lining during the year 1962 was $7.50 per square yard, as reported by our Cost Analyst Section on January 10, 1963. Therefore, it is seen that the District could perform this work for approximately half the cost of having it performed by the State's contractor.

All of these features are being included in an agreement with the District which will be submitted to them for signature in the very near future. It is anticipated that this agreement will be ready for action by the Highway Commission at their meeting of March 14, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: L. P. Shaw
L. H. Young
C. H. Maison
W. T. Wright
L. R. Chandler
B. E. Brown
P. R. Barnhart

RECEIVED
MAR 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 5 - 1963

FOR FILING

[illegible]

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

March 1, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-5-1(46)09
So. Ashland-Wall Creek
Right-of-Way Files 34890 and 34900

Please refer to the right-of-way plans for this project, File No. 34890, Bushnell, approximate stations 270 to 295. Plans indicate a total area of 80.61 acres with a taking of 10.52 acres leaving a remainder of 70.09 acres. Mr. J. M. Morgan appraised this property on the basis of 100 acres + or -, leaving a remainder of 90 acres.

Would you please have the file examined and advise us whether the right-of-way plan or the appraiser is correct? Damages were assessed against the remainder in the amount of $25 per acre.

In reviewing Mr. Morgan's appraisal of File 34900, Kelly, we note he did not include any sales data in support of land value assigned. There are improvements on the property which will remain on the landlocked remainder and these improvements were assigned a before value of $1,500. The appraisal contains a brief description of the improvements but contains no computations or comparisons in support of the $1,500. No photograph of the improvements was provided.

While we don't believe the omitted data seriously affects the appraised value, we do feel the appraisal should contain some supporting data in order to be used as a basis for Federal participation. There are a few sales in the area which, with proper adjustment, would lend some support to the land value assigned. Improvement value could be strengthened by a more detailed description together with some cost computations.

Will you please have Mr. Morgan provide the additional support for his appraisal?

RECEIVED
MAR 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R L PORTER

Original to Wright
3-2-63

RECEIVED
FEB 25 1963

FOR FILING

I-5-1(47)009

6241

February 21, 1963

Oregon State Highway Commission

Gentlemen:

An agreement with Jackson County is presented for your consideration.

The agreement, if approved, establishes the South Ashland Interchange to Neil Creek Section of the Pacific Highway No. 1 as a throughway and permits construction thereof.

Briefly, the State agrees to prepare plans, obtain right of way, award contracts, and construct the freeway and a part of Neil Creek Road as relocated. The County agrees to the establishment of the throughway, the closure of certain sections of Neil Creek Road, and to maintain the relocated sections of Neil Creek Road.

The project is scheduled on the March 12, 1963 meeting for acceptance of bids.

This matter will be presented at the March 14 Commission meeting, and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox

LPS:ajw bbc

RECEIVED
FEB 28 1963

FOR FILING

I-5-1(49)
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

February 18, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-1(49)9
South Ashland Interchange-Wall Creek Section
Grading, Paving, Structure and Signing

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that relocation advisory assistance has been offered to all persons eligible and that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's February 11, 1963 letter except for ten parcels on which condemnation suits will be filed with the expectation that nine of these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

Mr. Wright advises in his letter that one parcel will not be available for occupancy and contractor's use prior to award. The parcel, File No. 34884, consists of a cafe building and equipment plus a portion of a motel. He advises that the contractor may be held off this property until June 1, 1963 without cost or delay in his prosecution of the project and that you intend to dispose of the improvements and have them removed prior to June 1, 1963. Concurrence in award of contract will be withheld pending receipt of the statement for a finding in the public interest required by paragraph 9e of PPM 21-6.3.

Our authorization to advertise is given subject to the understanding that the following corrections will be made:

1. The location of the project identification signs should be shown on the plans.

2. Sheet 2A of the plans - asphaltic concrete curb detail - It has been agreed that the location of the guard-rail will be changed so that the guard-rail will not interfere with the construction of the curb.

original To Young
- copy To Gifford
2-27-63

NOTED
LLOYD P. SHAW

Your February 11, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate will have to be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
FEB 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Cooper

RECEIVED
FEB 14 1963

FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I 5-1 (49) 6-07

6-2-41

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 11, 1963

Right of Way Status
South Ashland-Wall Creek
Section
Pacific Highway
Jackson County

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

All rights of way or rights of entry have been procured on more than one-half the properties on this Project as of the current date. The remaining files are in varying states of condemnation status, and we intend to have completed filings of condemnation suits by the date of bid opening.

Several delays have been encountered on this Project because of divisions of ownership, by unrecorded contract, with consequent revisions of appraisal.

It is my belief that no further gains might be accomplished by a longer period of negotiation.

The following files are now under condemnation:

File No. 34884-La Mott	$ 49,050
File No. 34887-Curtis	30,250
File No. 34893-Henderson	2,000
File No. 34897-Alley Brothers	4,975
File No. 34899-McKenzie	4,350
File No. 34903-Clark & Van Fleet	2,600
File No. 35152-Curtis	430
File No. 34885-Stewart	4,750
File No. 34886-Spaulding	23,000
File No. 35365-Offel	3,950
TOTAL	$125,355

Improvements will not have been removed from two properties as of the date of bid opening:

File No. 34884-Vanderwood, contains a cafe building and equipment plus a portion of a motel. Our Construction

NOTED
FORREST COOPER

Division reports that the contractor may be held off this property until June 1 without cost or delay in his prosecution of the project. It is our plan to dispose of these improvements which have a salvage value estimated at $1,750 and to have them removed prior to June 1.

File No. 34887-Curtis, contains two residences, a garage and hobby house. The improvements have an estimated salvage value of $675. It would not be feasible for the contractor to work the project without encroachment on the areas occupied by these buildings. The owner and his tenant are relocating themselves, and we expect to have possession by the time of bid opening. It is our desire to place these improvements in the contract clearing and grubbing for removal by the contractor.

This Project involves heavy work, and it is desirable that the contractor be in a position to begin work as soon as spring weather will permit. Customarily this area of southern Oregon can be graded by mid March. This particular Project, with its decomposed granite soil, should be no exception to the general rule.

It is our belief that the public interest would be served by permitting the removal of the low value improvements by the contractor and the award of the contract in March.

All relocations will be complete by date of bid opening. No relocation advisory assistance has been requested on this Project, although the offer has been tendered to all persons eligible.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:jjm
cc Forrest Cooper
L. H. Young
L. I. Lindas
Ted Dec
A. F. Bester

RECEIVED
FEB 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 1962
FOR FILING
I-5-1(41)-[illegible]
6-2-41

December 5, 1962

Survey Resol # 264

Oregon State Highway Commission

Gentlemen:

The survey on the South Ashland-Neil Creek Section of the Pacific Highway (Interstate Route 5) has been completed. An opportunity for a public hearing was offered with none being requested.

This survey covers a conversion of the existing highway to freeway standards and embraces a section 3.9 miles in length which will cost an estimated $3,500,000 to construct. It is desired to contract this section at the earliest possible time and it is requested that this survey have your approval and that you authorize the acquisition of right of way.

The matter will be on the agenda for the December 20 Highway Commission meeting.

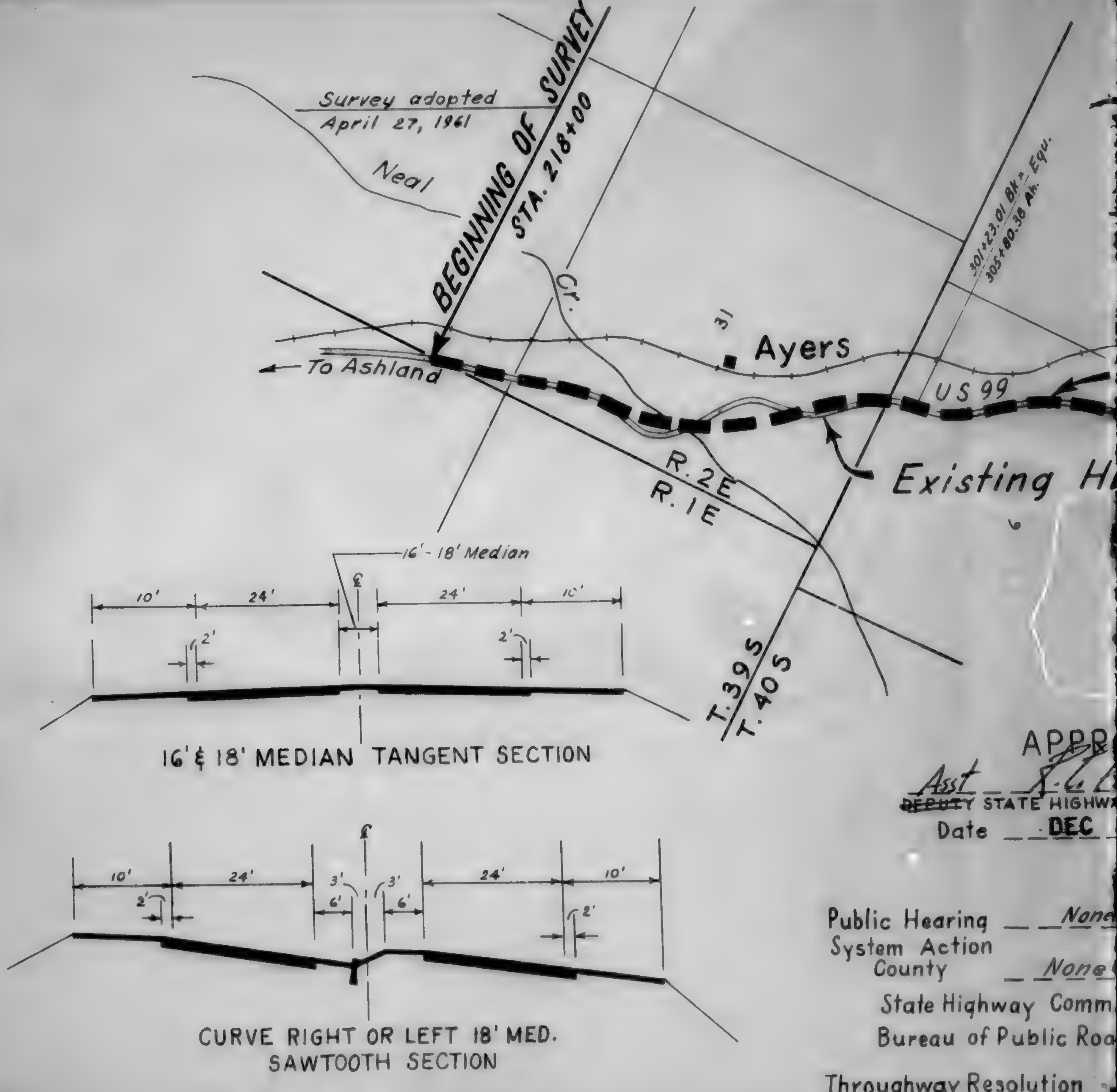
Very truly yours,

G. S. Paxson
Acting State Highway Engineer

Enclosure

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
W. T. Wright
C. H. Maison

RLP:ajw bbc



16' & 18' MEDIAN TANGENT SECTION

CURVE RIGHT OR LEFT 18' MED.
SAWTOOTH SECTION

TYPICAL SECTION

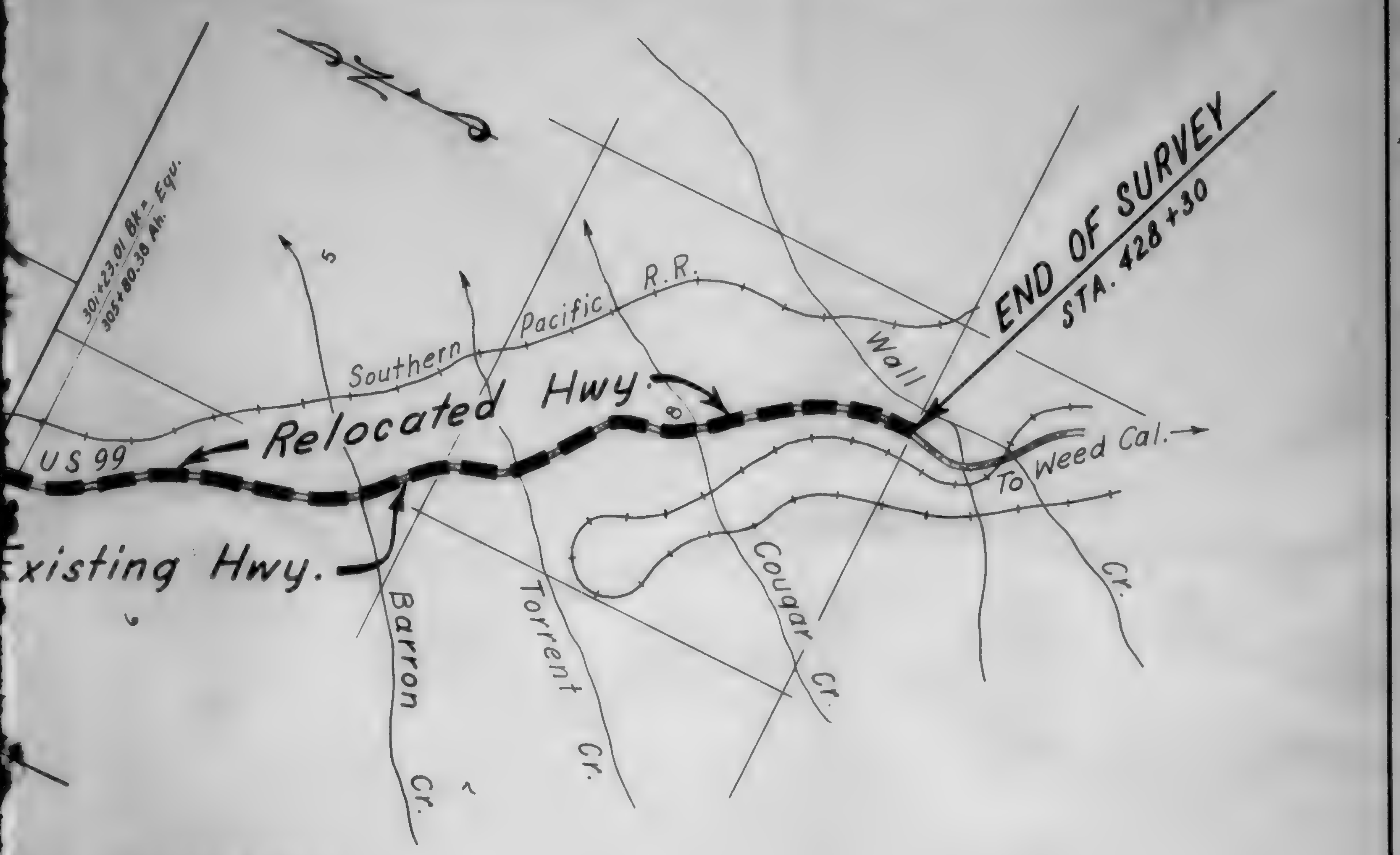
APPR

Asst ~~DEPUTY~~ STATE HIGHW
Date DEC

Public Hearing None
System Action
County None
State Highway Comm
Bureau of Public Roa

Throughway Resolution
Access Control

3.90 Mi.



APPROVED

Asst

~~DEPUTY~~ STATE HIGHWAY ENGINEER

Date DEC 3 1962

Hearing None required
Action
nty None required
ate Highway Commission None required
reau of Public Roads None required
hway Resolution None required
Control Complete

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

SOUTH ASHLAND-WALL CR. SEC.

PACIFIC HIGHWAY
JACKSON COUNTY
Scale: 1" = 2,000 Oct. 1962

DRG. NO. IR-5-1616

See R/W Map 8B-26-17 - Sept. 1962 for details.

RECEIVED
[illegible] 1962
FORM E-30X—50M—5-62 43909
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1962

SUBJECT: Irrigation Problems
South Ashland-Wall Creek Section
Pacific Highway
Jackson County

To: Mr. Paul R. Barnhart
Field Utilities Liaison Engineer
State Highway Department
Roseburg, Oregon

Enclosed you will find three prints each of Sheets 4 and 5 of the preliminary plans of the subject section. You will also find enclosed a copy of my Memo to Files on the Dunn-Stewart situation. Sheet 5 shows the revised access control line and the diversion structures in Neil Creek. We do not have a detailed design of Stewart's diversion structure yet. The State will construct everything on these plans except that marked "By Others". You will note that Stewart's revision from Station 247+50 back is to be built "By Others".

Please contact Mr. Chandler and Mr. Reily and familiarize them with this problem and the proposed solution. The settlement with Mr. Stewart should include the cost for his work in rebuilding the ditch and also a deadline date by when he should have the work completed. It would appear that he should have this work done prior to the date he first expects to irrigate in 1963. This information must be included in our Special Provisions. The settlement made with Mr. Stewart is to be made by the Right of Way Agent, but you should lend your advice and suggestions relative to this irrigation problem. An estimate should be obtained from Mr. Stewart, as mentioned in the Memo to Files. Attached you will find the estimate from W. B. Merrill which was submitted with the location information. The estimate may be broken down into the portion the State will build, $1910, and the portion Mr. Stewart will build, $5680, totalling $7590. Mr. Stewart's estimate should apply only to that which lies between Stations 231 and 248.

It will be necessary to draw up an Agreement with Mr. Stewart and all the users on the Casey ditch, since the Stewart ditch feeds the Casey ditch. This Agreement should set out the fact we are going to dry up the Casey ditch and that they approve of this action. It should also indicate Mr. Stewart's approval of his abandoning of the existing ditch between Stations 231 and 248.

Any monetary settlement with Mr. Stewart and the users of the Casey ditch will be made by the Right of Way Division and need not be a part of this Agreement, but there must be a statement in the Agreement that the settlement made by the Right of Way Division includes compensation for irrigation facilities.

An Agreement will have to be drawn with Mr. Dunn and his three co-owners of the Dunn ditch as well. This should bring out the dates of the irrigation season, as well as the fact that the State will perform structural maintenance of facilities constructed by the State. Mr. Dunn, et al, should perform operational maintenance of the entire facility. Any other items pertinent to the construction and maintenance of this facility should be put into this Agreement.

I must also point out that we need an Agreement with the Talent Irrigation District for this project. Enclosed you will find a conformed copy of the Agreement made with them for the North Ashland Interchange-South Ashland Interchange Section. The dates of the irrigation season included in this Agreement should probably be the ones used in the Agreement for the South Ashland-Wall Creek Section. Anything else which Mr. Hoffbuhr wants brought to our attention should be spelled out in the Agreement as well.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
Attachments

cc: W. T. Wright (Attach.)
L. W. Reily "
L. R. Chandler "
General Files ✓ "

FORM E-30 20M 9-61 88815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1962

SUBJECT: Dunn & Stewart Irrigation Problems
South Ashland-Wall Creek Section
Pacific Highway
Jackson County

To: MEMO TO THE FILES

Meetings were held in the home of Mr. G. E. Dunn on November 27 and 28, 1962, concerning the combining of water which now runs in separate ditches serving Mr. V. V. Stewart in one ditch and Mr. Dunn and three other co-owners in another ditch. The following persons were present at these meetings:

Representing the Dunn Ditch:

Mr. G. E. Dunn
Mr. J. P. Clark
Mr. Clair Ewart
Mr. G. F. Phife

Representing the Oregon State Highway Department:

Mr. B. E. Brown, Resident Engineer
Mr. F. W. Reid, Right of Way Agent
Mr. K. L. Rolfe, Right of Way Agent
Mr. P. R. Barnhart, Field Utilities Liaison Engineer
Mr. T. W. Litchfield, Utilities Liaison Engineer

Representing the State Engineer:

Mr. D. C. Hendrix, Water Master, District 15

The proposed construction was explained to the four co-owners of the Dunn ditch, and it was explained that it was planned to divert the water now running in the ditch serving Mr. Stewart's property into the Dunn ditch between Stations 242 and 255. We pointed out that a diversion box would be built at Station 242 which would turn Mr. Stewart's water onto his property and the Dunn water across under the new highway. Mr. Hendrix stated that he would control the distribution of water on the Dunn ditch from its new diversion point in Neil Creek to the point of diversion of Mr. Stewart's water at Station 242 if there was a signed agreement between the four users on the Dunn ditch and Mr. Stewart. Mr. Hendrix also stated he would insist on having a gate on the diversion box which could be locked in place.

However, this was not at all satisfactory with the owners of the Dunn ditch. They pointed out that their ditch had a priority right of 1852, and was one of the few remaining old water rights which still had water. They are entitled to 2.00 cfs. Mr. Stewart's water right is for 0.40 cfs. and is dated 1872. They did not want water from a junior priority right running in their ditch. They made mention at great length of the problems they have had of Mr. Stewart stealing water from their ditch. Apparently this has been going on for years, and the fact that during the dry months of the year Mr. Stewart gets as little as 0.10 cfs. or less makes him even more inclined to steal the water from the Dunn ditch. Mr. Dunn, et al, felt that the combining of the waters of the two ditches would aggrevate the problem even more. They also expressed doubt that their existing ditch would carry the additional 0.40 cfs., and that the enlargement of it would present an additional maintenance problem. Furthermore, they claim that Mr. Stewart does not maintain his ditch as well as they maintain theirs, and that he would be responsible for his share of the maintenance of the combined ditch. It may be safely said that there is no possibility of obtaining an agreement with Mr. Dunn, et al, which will allow Mr. Stewart's water in their ditch.

Therefore, the problem is reduced to one of these five possible solutions:

1. Buy Stewart's property and do not re-establish irrigation.
2. Buy right of way from Stewart and pay him to re-establish his own irrigation.
3. Take legal action to force Stewart's irrigation water into the Dunn ditch.
4. Buy right of way from Stewart and re-establish his irrigation ditches as part of our construction plans.
5. Re-establish Stewart's irrigation from the new diversion in Neil Creek to a point opposite Station 253+30 where it would be turned into the existing ditch. From this point on pay Stewart to re-establish the ditch himself.

This was reviewed by Mr. M. E. Martin, District Engineer, and Mr. Florian Mills, Area Engineer of the Bureau of Public Roads, Mr. D. J. Barbee, Assistant Construction Engineer, and the writer on November 30, 1962. The following course of action was recommended:

1. Estimate the cost of re-establishing the Stewart irrigation if done by the State.
2. Obtain an estimate from Mr. Stewart for his cost of re-establishing his own irrigation back of Station 253+30.
3. Attempt to negotiate with Mr. Stewart on the basis of the fifth solution abovementioned.

The estimate for the cost of re-establishing the irrigation by the State has been prepared by the Locating Engineer and the Design Section. I am referring this to the field for Mr. Stewart's estimate and for negotiation via Mr. Paul Barnhart, Field Utilities Liaison Engineer in Roseburg.

TW Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

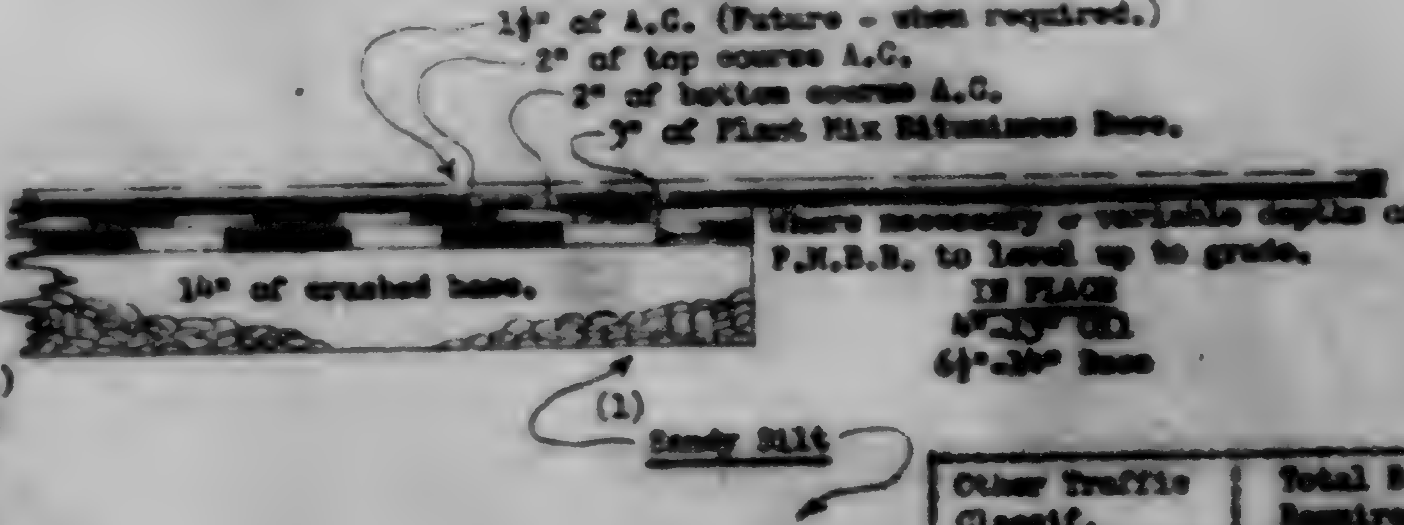
cc: R. L. Porter
L. I. Lindas
W. T. Wright
L. H. Young
F. L. Hall
L. W. Reily
F. W. Reid
J. M. Morgan
W. B. Merrill
B. E. Brown
P. R. Barnhart
A. W. Parsons

[illegible] CALIF. STATE LINE Highway PACIFIC County JACKSON Dist. 15-3-[illegible]
Approx.
[illegible] W. B. Merrill Length of Project 4± Miles Sta. 205+ to Sta. 450+ Date 11-28-[illegible]

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY (Logging Area Interstate

NEW WORK

EXISTING ROADWAY



1½" of A.C. (Future - when required.)
2" of top course A.C.
2" of bottom course A.C.
3" of Plant Mix Bituminous Base.

14" of crushed base.

Where necessary a variable depth of P.M.B.B. to level up to grade.

IN PLACE
4"-1½" O.I.
6½"-16" Base

(1) Sandy Silt

(1)
Typical Soil
22 LL
0 PI
64 % P200
(2% Red.)
15 % Gravel
21 % Sand
56 % Silt
8 % Clay
25 "R" Value
(Corrected)

AASHO Classif. - A-4 (6)

NOTE:
Surfacing thickness design is based on the poorest material encountered along line.

Other Traffic Classif.	Total B & W Requirements
Very Heavy	19"
Heavy	16½"
Medium Heavy	14"
Medium	12"
Light	9½"

Required Base & Wear Crushed	Required Base & Wear Not Crushed	Designed Base & Wear Exist. Surf. Allow.	Designed Base & Wear New Work	
	NEW WORK			
			4 3 14	A.C. P.M.B.B. Cr. Base
21			21	Present
		Future	2½	A.C.
			22½	Future
OVER EXISTING ROADWAY				
			2	A.C.
		SEE SECTION		
		Future	1½	A.C.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Asst. ~~Deputy~~ State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
[illegible] Engineer [illegible]
Chief Locating Engineer
Rural Engineer

NOTED
R L PORTER

Submitted by for F. W. [illegible]
State [illegible]

Recommended by
Asst. Construction Engineer

Recommended by
Engineer of Materials

Approved by
State Highway Engineer

6

ASHLAND - WALL C
ASHLAND - CALIF
PACIFIC HIGHWAY
JACKSON COUNTY

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 3900 1980 ADT 8750 % Heavy Vehicles [illegible]
(NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration ______ Annual [illegible] Precipitation 17.47

4. Performance of Similar Pavements in Area: Good ______ Fair X Poor ______
Remarks: ______

5. Cost Comparisons: Not appropriate due to other factors.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete

7. Stage Construction: No Problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: Not a Problem

10. Stimulation of Competition: Not Appropriate

11. Construction Consideration: No Problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not Appropriate

13. Traffic Safety: Not a Factor

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: Not a Problem

CONCLUSION AND REMARKS:
Due to Items 4 and 6, Asphaltic Concrete Wearing Surface has been selected. This is a widening to 4 lanes of an existing 2 lane facility. The existing asphaltic concrete roadway will be utilized by placing a 2" minimum A.C. overlay.

9

RECEIVED
NOV 19 1962
FOR FILING

FORM CD-12 (6-25-59)
(PRES. BY A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

I-5-1(49) 309

15/11

162 HP

TO Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE November 14, 1962

FROM A. W. Parsons, Division Engineer
Salem, Oregon

08-35.3

SUBJECT Final Location of Interstate Route 5, (US 99) South Ashland - Wall Creek Section

The specific location of the section of the Interstate Route 5, extending southeasterly approximately five miles from the previously approved intermediate control point near the South Ashland Interchange, together with the new intermediate control point located at the southerly end of this section, in the vicinity of the existing roadway near Wall Creek, both as shown on the sketch map attached to your November 8, 1962 letter, are hereby approved effective this date.

The final location of the adjoining section to the north and the intermediate control point at the South Ashland Interchange, 1.3 miles southeast of the east corporate limits of Ashland, were approved on April 23, 1957.

This approval is with the understanding that full control of access and other standards described in PPM 20-4 can and will be obtained as stated in your letter of November 8, 1962. It is also with the understanding that a similarly feasible final location exists between this section and the Oregon-California State Line.

Mr. Paxson's November 9, 1962 letter, certifying that the people of Jackson County were afforded the opportunity to participate in a Public Hearing on the location of this route, is also acknowledged.

original To Young
11-15-62

RECEIVED
NOV 9 1962
FOR FILING
I-5-1 [illegible]

November 8, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

For your approval, a sketch map is attached delineating the final location for the South Ashland-Wall Creek Section of Interstate Route No. 1 with the proposed control points shown.

In order to demonstrate the feasibility of the control point shown at Wall Creek, a copy of a reconnaissance report is attached which covers several alternate routes that were considered along with the chosen route for the over-all plan to the state line. In this report, lengths and estimated costs of each alternate are given. An economic study does not appear justified due to the substantial differences of costs in the routes compared.

The proposed location on this section utilizes the existing highway roadbed to such an extent that there will be no usable fragments of the existing highway except as a frontage facility.

Estimated traffic (1975 ADT) varies from 7,300 at the California Line to 7,700 at the South Ashland Interchange. There will be no diversion of traffic within the proposal.

The only significant construction control on this section of highway is for the maximum utilization of the existing roadbed within approved design standards.

The proposed location is one on which full control of access and other standards described in PPM 20-4 can and will be obtained. Similar feasible locations that can be improved to complete control of access standards are available on the adjoining sections of the Interstate Route.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments
cc Bureau of Public Roads (3)
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
LHY:[illegible]

FORM E-30X—20M—6-61—16662

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1961

SUBJECT Supplementary Report
S. Ashland-California State Line
Pacific Highway (FAI-5)
Jackson County

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

An investigation has been made to determine the feasibility of converting the Summit-Cut Route from the 8.4 median as proposed on the south side of the summit to a free-alignment pattern having independent grades; the Summit-Cut Route was described previously in a report dated October 5, 1961. A 1"=400' aerial topographical map was used along with the information from the previous investigation.

The proposal is coincident (both in median and alignment) with the Summit-Cut Route from the South Ashland Interchange to Siskiyou. From Siskiyou to the California Line, the free alignment pattern prevailed with the exception of the summit cut proper where the 8.4 median was used to keep excavation down to a minimum; through the areas of free alignment, a maximum deviation between centerlines of approximately 200 feet was maintained providing a maximum grade differential of about 60 feet. Estimated construction cost for this proposal is $21,564,000 as follows:

Grade and Pave	$20,896,775
Structures	667,225
Right of Way	- - - - -
Est. Const. Cost	$21,564,000 (11.60 miles)

This estimate includes all items necessary for a complete functional unit; right of way costs have not been determined.

A table of physical characteristics is attached showing the comparison between this and the other routes investigated.

W. H. Tebeau

WHT:fp
Attach.

W. H. Tebeau
Field Reconnaissance Engineer

SO. ASHLAND-CALIFORNIA STATE LINE
PACIFIC HIGHWAY
JACKSON COUNTY

PHYSICAL CHARACTERISTICS

	Summit Cut Free Location	Summit Cut Route	Improve Extg. Align.	Tunnel Route
Length, Miles	11.60	11.30	12.25	11.49
Total Central Angle	1245°	1001°	1580°	350°
Total Number of Curves	29	27	36	11
Max. Degree Curve	8°	8°	8°	6°
No. Max. Curves	6	6	10	1
Max. Central Angle, 1 Curve	98°	90°	134°	80°
Maximum Grade	6%	6%	5.95%	6%
Length, Max. Grade	7000'	9450'	2575'	11,800'
Length Grade 3% or over	54,036'	58,664'	63,680'	48,650'
Highest Grade Elevation	4290'	4281'	4466'	3939'
* Gen. Exc. Gross in Cu. Yd.	19,340,000	15,675,400	14,301,200	14,042,600
	$20,896,775	$19,281,825	$20,032,700	$15,022,750
Structures (incl. interchanges)	667,225	603,475	476,500	408,750
Twin Bore Tunnel	- - - - -	- - - - -	- - - - -	18,800,000
** Right of Way	- - - - -	- - - - -	- - - - -	- - - - -
Est. Const. Cost	$21,564,000	$19,885,300	$20,509,200	$34,231,500
	+ 1,678,700	0	+$ 623,900	+$14,346,200

* Does not include Tunnel Excavation (395,000 Cu. Yd. Gross)

** Right of way not determined for this investigation.

Salem, Oregon
October 3, 1961

S. Ashland-California State Line
Pacific Highway (FAI-5)
Jackson County

Mr. Tom Edwards
Construction Engineer
Office

Attached is a summary of a field reconnaissance by W. D. Merrill covering three route alternates for conversion to Interstate standards that section of the Pacific Highway between Ashland and the California Line. A sketch map delineating the routes investigated is attached.

Alternate 1, Improve Existing Highway, 12.25 miles: This alternate utilizes the existing grades and alignment with the exception of the Bear Creek and Wheelbarrow Slide areas where the alignment and grades were revised in an attempt to correct the difficulties now existent. A narrow median is used - varying from 8.4 feet to 16 feet with the 16-foot median being used in a "saw tooth" type of cross-section. Estimated construction cost is $20,509,200 as follows:

Grade and Pave	$20,032,700
Structures	476,500
Right of Way	---
Est. Const. Cost	$20,509,200 (12.25 Miles)

Alternate 2, Tunnel Route, 11.49 miles: This alternate involves a twin-bore tunnel, 4,700 feet long, in the vicinity of Siskiyou. On the northerly side of the proposed tunnel, the existing facility is utilized for southbound traffic with new alignment being proposed for northbound traffic - developing a free-alignment pattern on this portion. South of the tunnel, a standard Interstate roadway section is used having a prevailing 8.4-foot median; the tunnel section itself utilizes a 73-foot center-to-center cross-section (49-foot median). Estimated construction cost is $34,231,500 as follows:

Grade and Pave	$15,022,750
Structures	408,750
Twin-bore Tunnel	18,800,000
Right of Way	---
Est. Const. Cost	$34,231,500 (11.49 Miles)

Alternate 3, Summit Cut Route, 11.30 Miles: This route is coincident with Alternate 1 on the north side of the summit from Ashland to a short distance south of Siskiyou where it diverges to pass through a 190-foot summit cut. This will place the alignment on the south side of the summit at a different position on the slope where it is hoped that the slide difficulties apparent on the present highway would be bypassed. (This would also be true of the Tunnel Route on the south side of the summit.) An 8.4-foot median is used on this route. Estimated construction cost is $19,835,300 as follows:

Grade and Pave	$19,231,825
Structures	603,475
Right of Way	---
Est. Const. Cost	$19,835,300 (11.30 Miles)

The above estimates include all items necessary for a complete functional unit, with the exception of right of way costs which have not been determined on this investigation.

It appears that the Summit Cut Route would be the most feasible route in that it has the lowerst construction cost and the shortest distance; even though right of way costs have not been included, it is felt that they would not tip the scales enough to materially effect the widespread differences in cost. It is the recommendation of the Division Office that the Summit Cut Route be adopted and the attached comparison of the three routes will justify their recommendation. Because of the wide variation of construction costs between the three routes, it appears that an economic study would not be necessary.

wht

W. H. Tebeau
Field Recon. Engineer

WHT:jw

Attach.

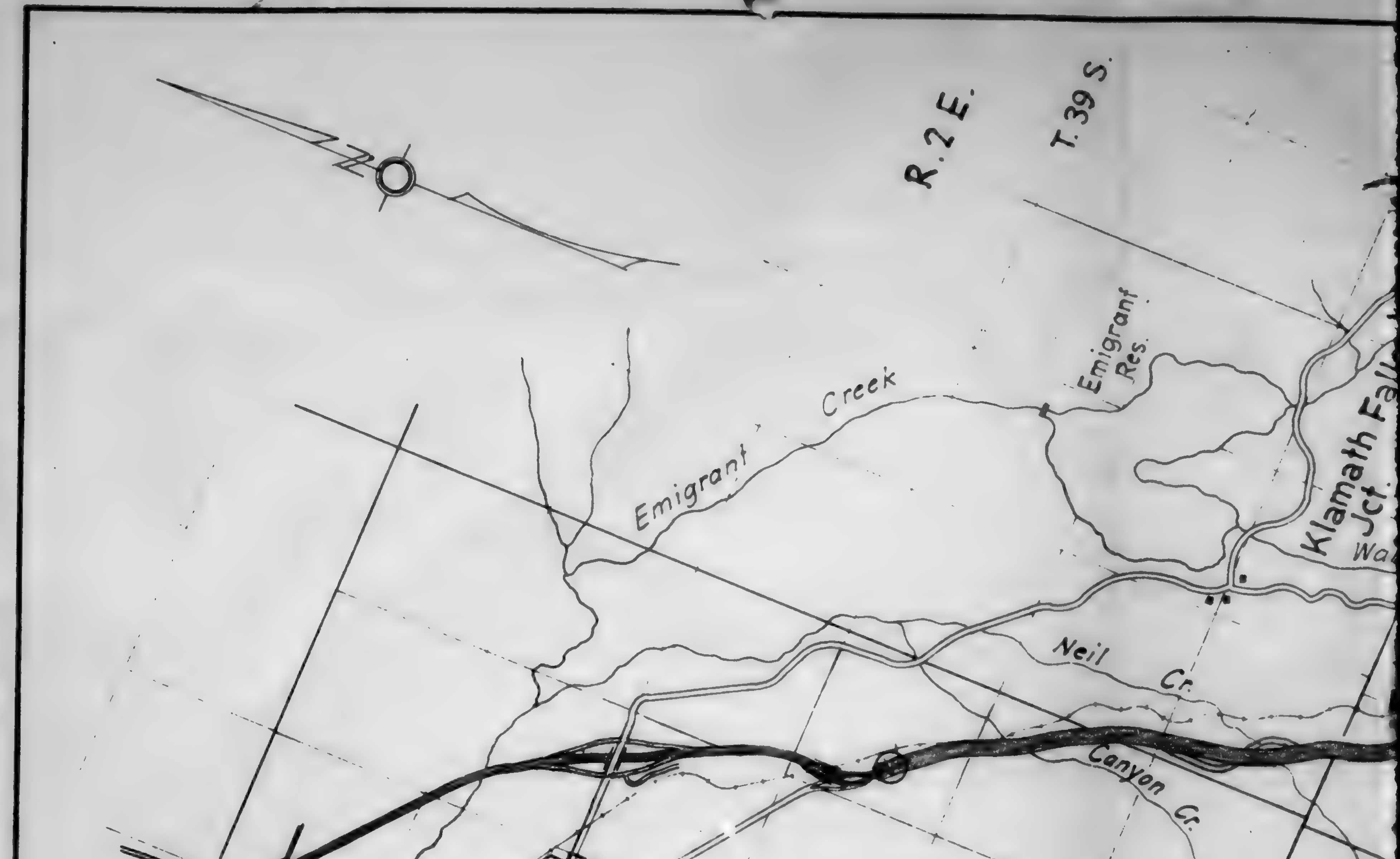
SOUTH ASHLAND-CALIFORNIA STATE LINE
PACIFIC HIGHWAY
JACKSON COUNTY

PHYSICAL CHARACTERISTICS

	Improve Ext'g. Hwy. Route	Tunnel Route	Summit Cut Route
Length, Miles	12.25	11.49	11.30
Total Central Angle	1,588°	350°	1,001°
Total No. of Curves	36	11	27
Max. Degree Curve	8°	6°	8°
Number of Max. Curves	10	1	6
Max. Central Angle, 1 Curve	131°	80°	90°
Maximum Grade	5.45%	6%	6%
Length, Max. Grade	2,575'	11,800'	9,450'
Length Grade 3% or over	53,680'	48,650'	58,664'
Highest Grade Elevation	4,466'	3,939'	4,281'
* Gen. Exc., Gross in Cu.Yd.	14,301,200	14,042,600	15,675,400
Grade and Pave	$20,032,700	$15,022,750	$19,281,825
Structures (incl. Interchanges)	576,500	408,750	603,475
Twin-Bore Tunnel	- - - - - -	18,800,000	- - - - -
** Right of Way	- - - - - -	- - - - - -	- - - - -
Est. Const. Cost	$20,509,200	$34,231,500	$19,885,300
	+ 623,900	+14,346,200	- - - - -

* Does not include Tunnel Excavation (395,000 Cu. Yd., Gross).

** Right of way not determined for this investigation.


R.2 E.
T.39 S.
Emigrant Creek
Emigrant Res.
Klamath Fal
Jct.
Wa
Neil Cr.
Canyon Cr.
ASHLAND
Upper Reservoir
R.1 E.
Int
Int
f
Int
Ro

OREGON STATE HIGHWAY

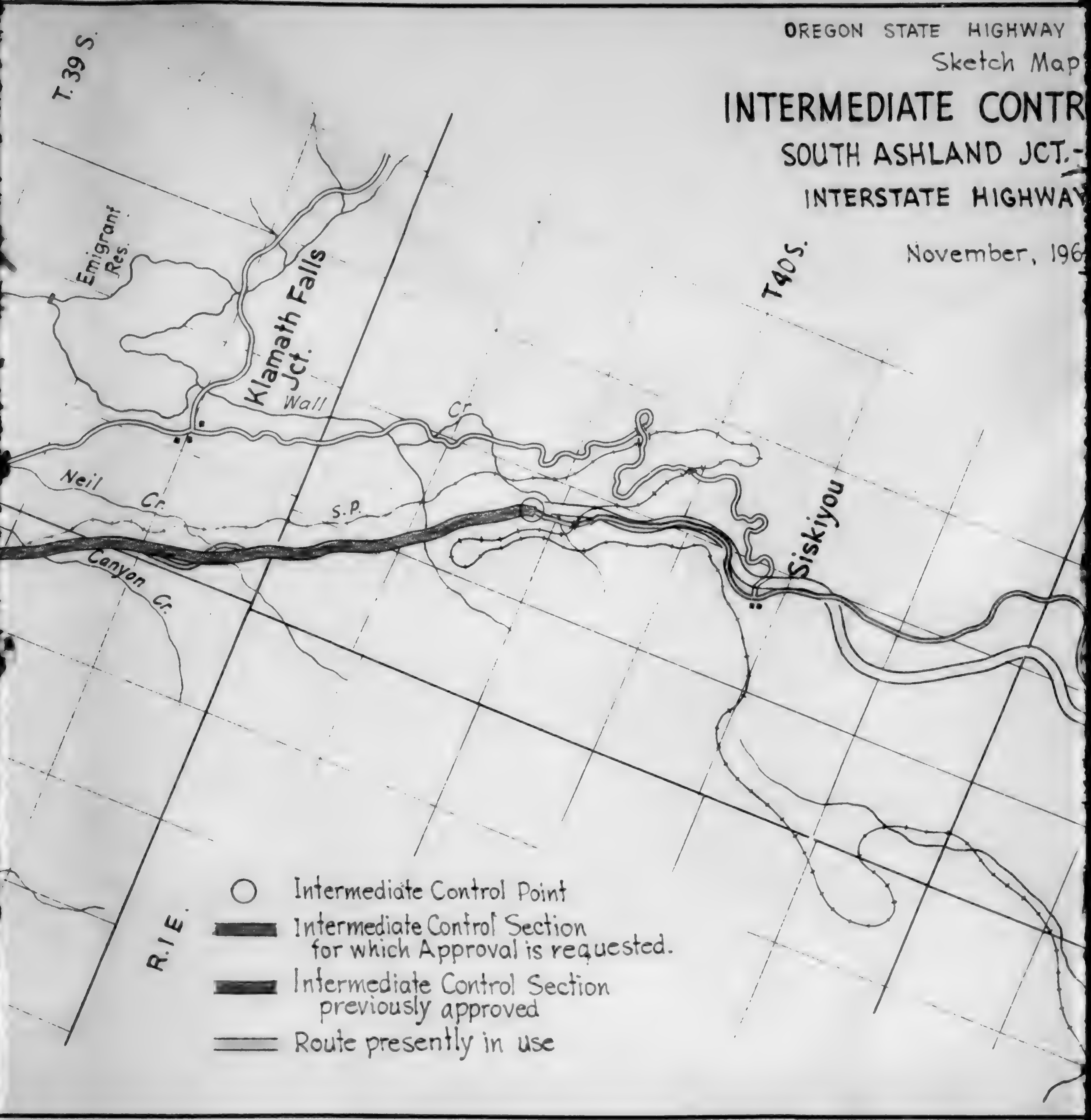
Sketch Map

INTERMEDIATE CONTR

SOUTH ASHLAND JCT.-

INTERSTATE HIGHWAY

November, 196


T. 39 S.
Emigrant Res.
Klamath Falls Jct.
Wall Cr.
Neil Cr.
S.P.
Canyon Cr.
T40S.
Siskiyou
R.1 E.
○ Intermediate Control Point
▬ Intermediate Control Section for which Approval is requested.
▬ Intermediate Control Section previously approved
═ Route presently in use

1R-5-1628

OREGON STATE HIGHWAY DEPARTMENT

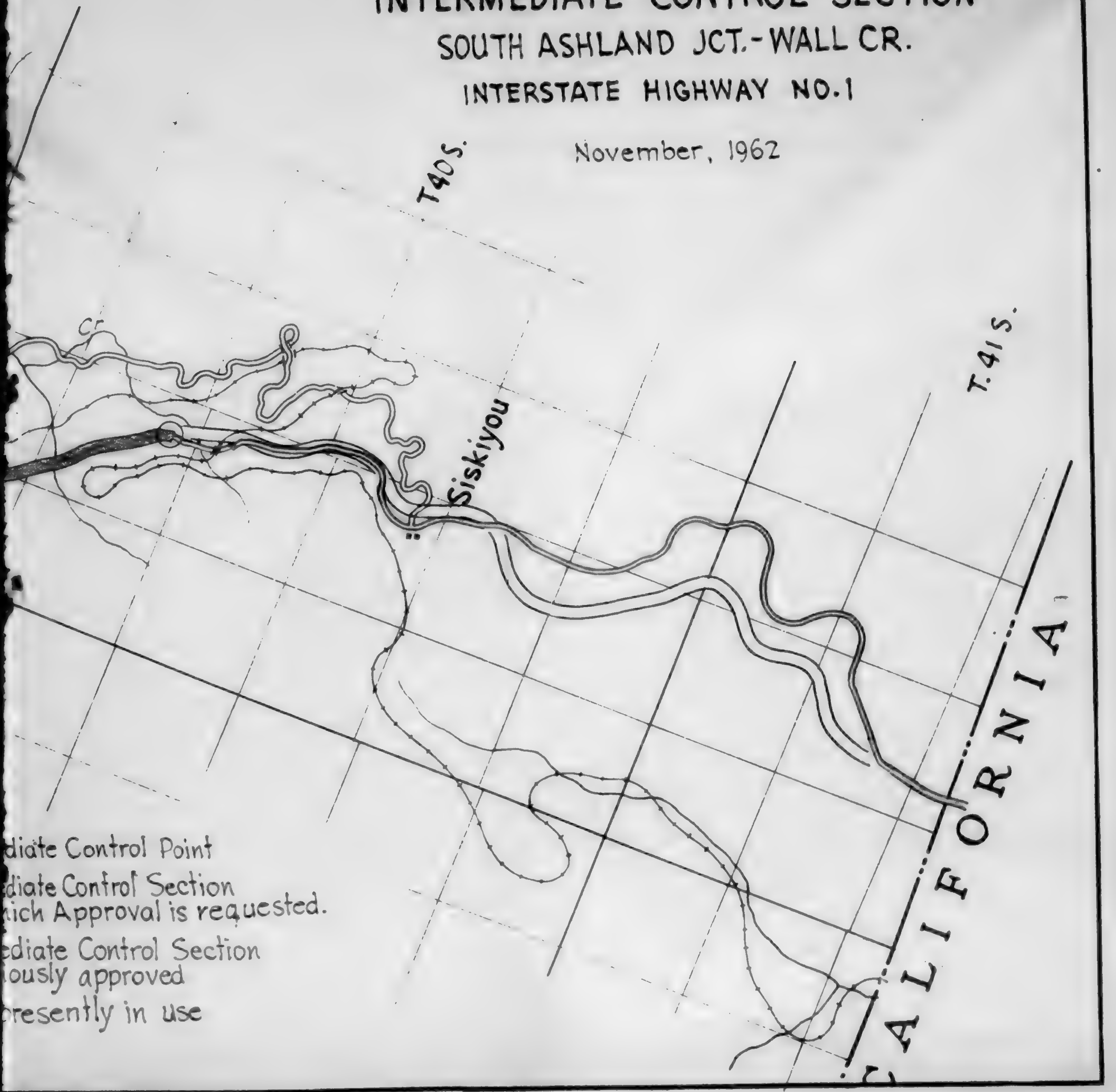
Sketch Map

INTERMEDIATE CONTROL SECTION

SOUTH ASHLAND JCT.-WALL CR.

INTERSTATE HIGHWAY NO. 1

November, 1962



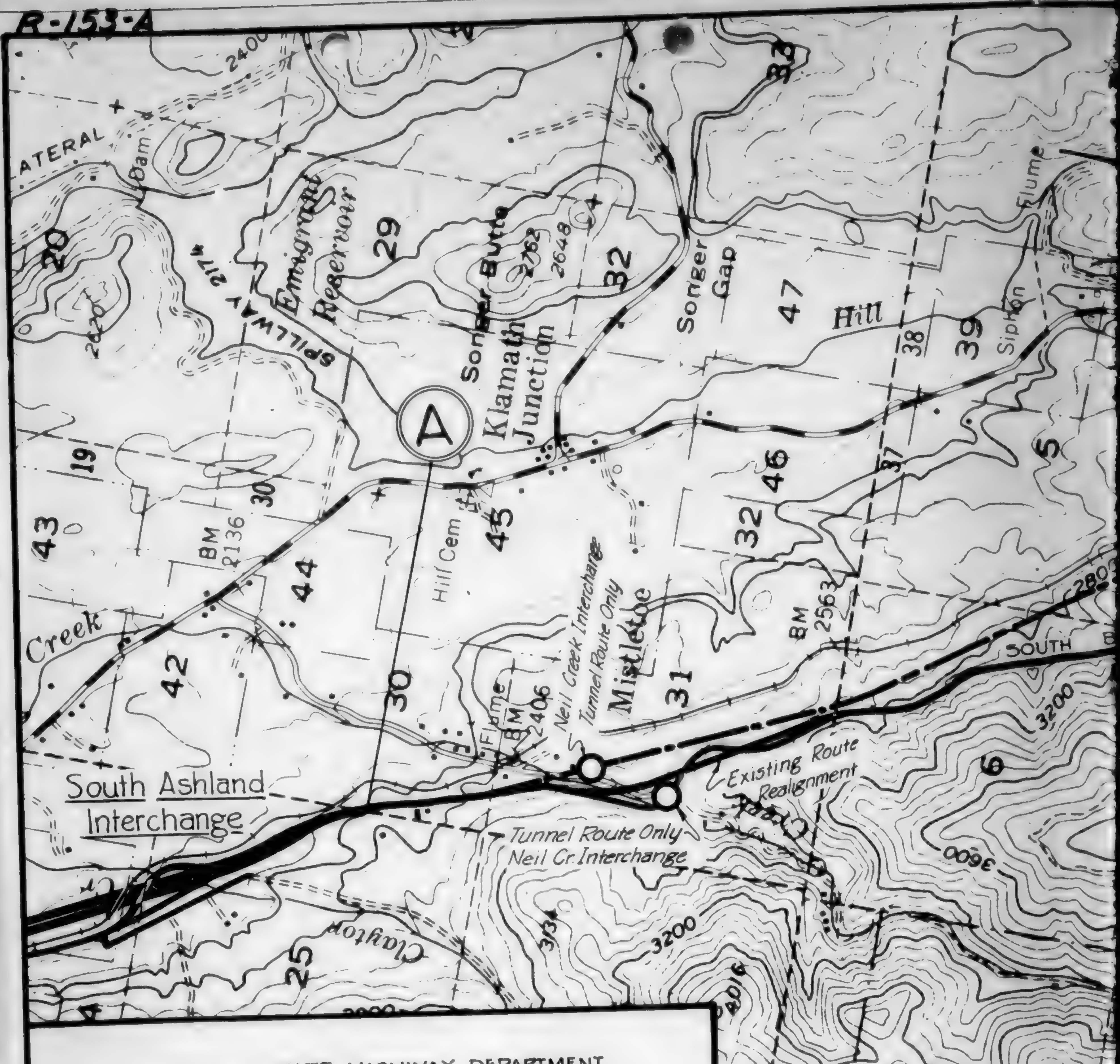
diate Control Point

ediate Control Section
hich Approval is requested.

ediate Control Section
iously approved

oresently in use

R-153-A



OREGON STATE HIGHWAY DEPARTMENT

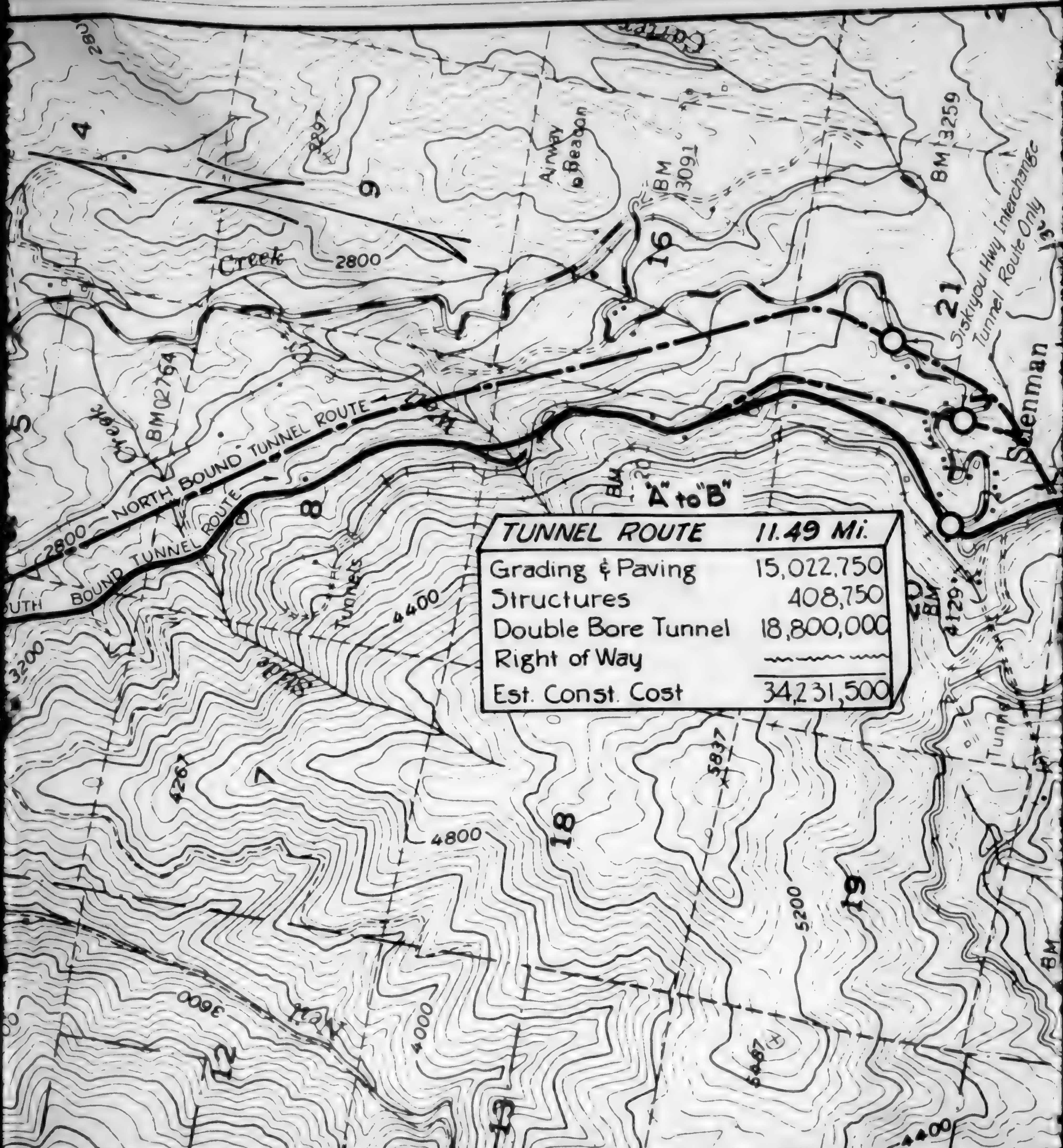
RECONNAISSANCE SKETCH MAP

SOUTH ASHLAND - CALIF. STATE LINE

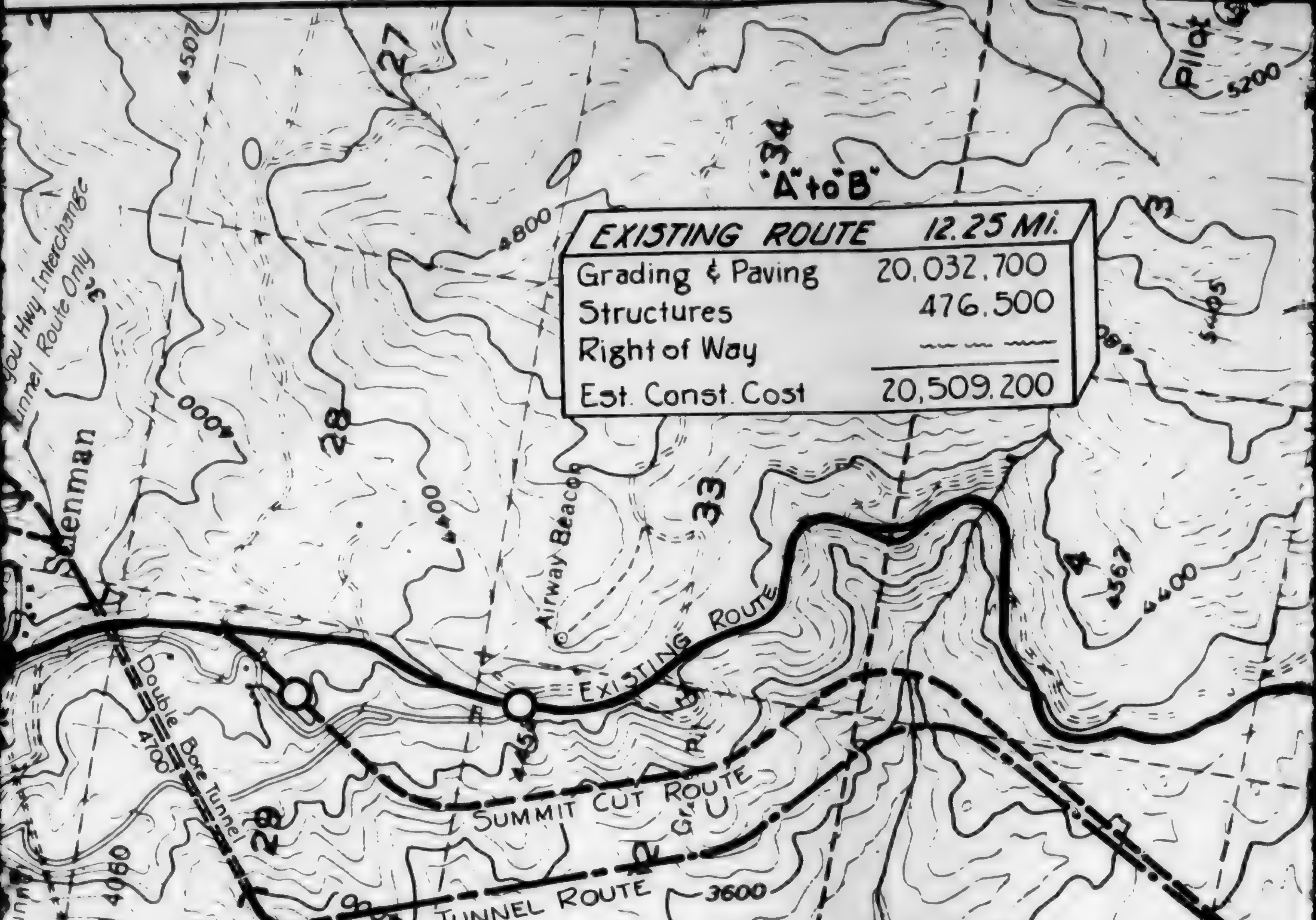
PACIFIC HIGHWAY

JACKSON COUNTY

SCALE 1" = 2000'   OCT. 1961

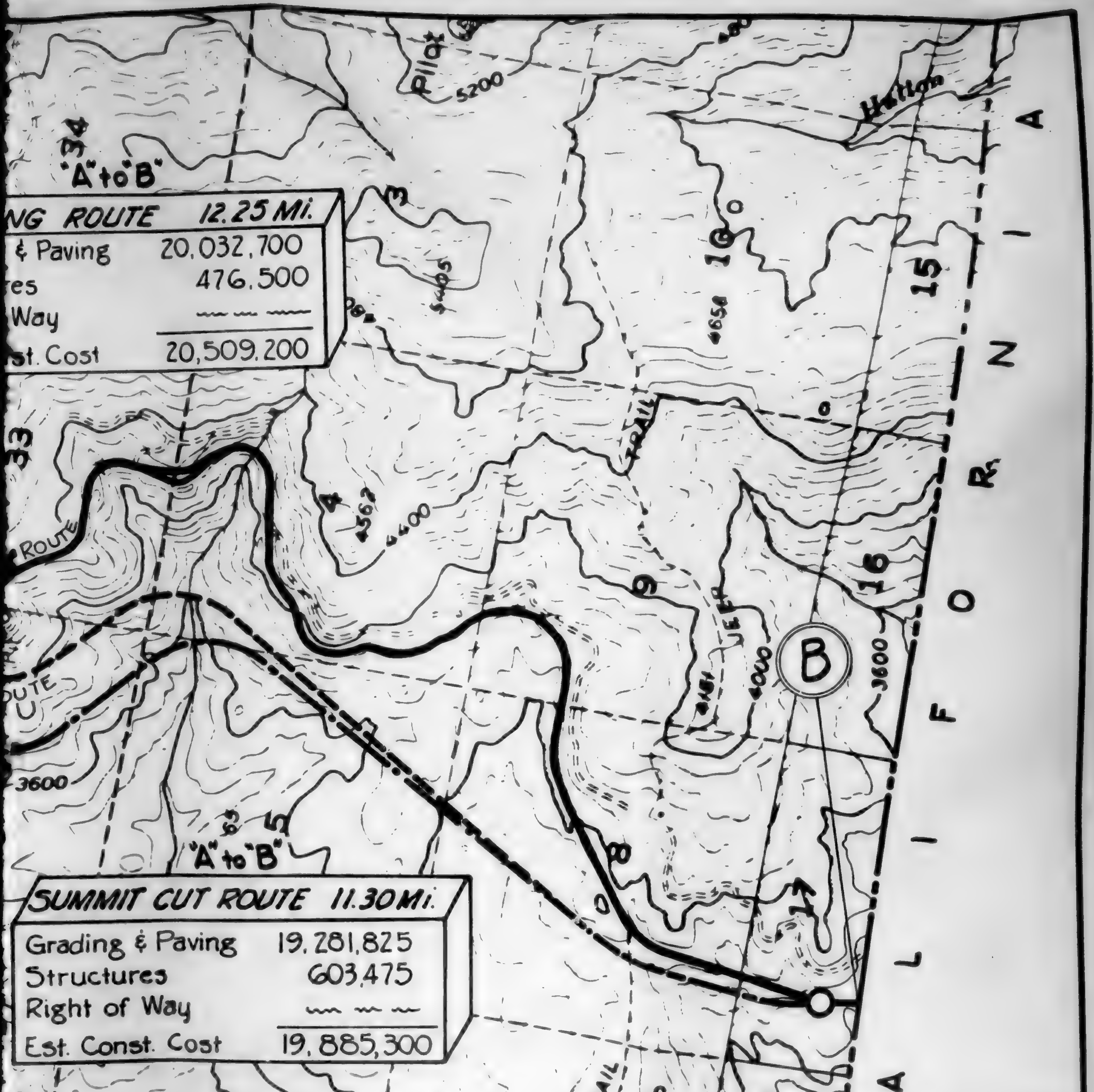


TUNNEL ROUTE	11.49 Mi.
Grading & Paving	15,022,750
Structures	408,750
Double Bore Tunnel	18,800,000
Right of Way	
Est. Const. Cost	34,231,500



EXISTING ROUTE	12.25 Mi.
Grading & Paving	20,032,700
Structures	476,500
Right of Way	———
Est. Const. Cost	20,509,200

SUMMIT CUT ROUTE	11.30 Mi.
Grading & Paving	19,281,825
Structures	603,475
Right of Way	———
Est. Const. Cost	19,885,300



NG ROUTE	12.25 Mi.
& Paving	20,032,700
res	476,500
Way	— — —
st. Cost	20,509,200

SUMMIT CUT ROUTE	11.30 Mi.
Grading & Paving	19,281,825
Structures	603,475
Right of Way	— — —
Est. Const. Cost	19,885,300

RECEIVED
OCT 22 1962

FOR FILING
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[illegible]
3241

Salem, Oregon
October 22, 1962

Mr. W. T. Wright
Right of Way Engineer
OFFICE

The following right of way prefix is assigned in advance of BPR approval:

> Prefix 615-2510 — South Ashland-Wall Creek Section of the Pacific Highway in Jackson County. The approximate limits are from Station 205 to Station 430, as set out on Map 8B-26-17.

The acceptance of options and filing of condemnation suits should not begin until Bureau approval is received.

L. H. Young
Office Engineer

JAH:lt

OREGON STATE HIGHWAY DEPARTMENT

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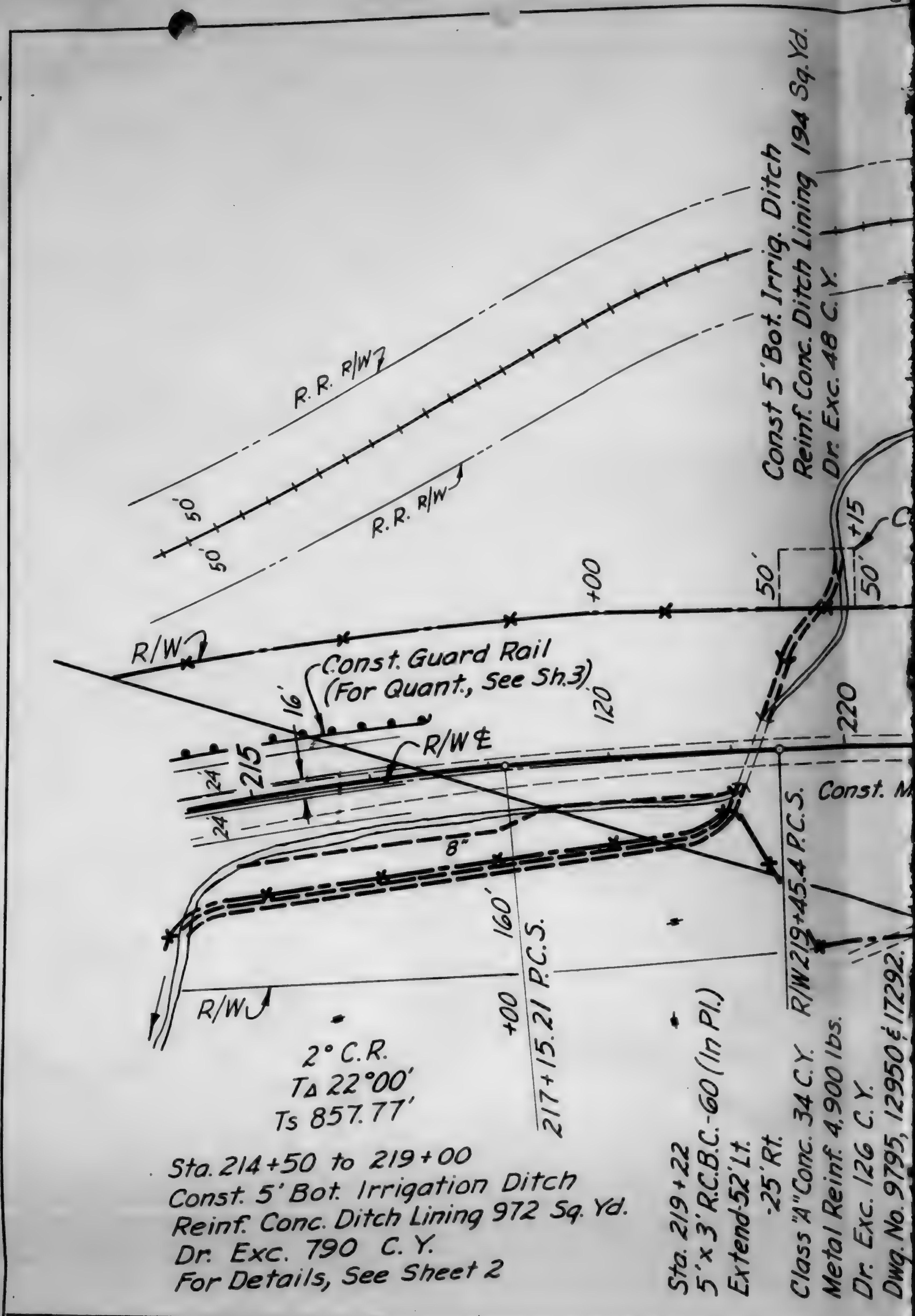
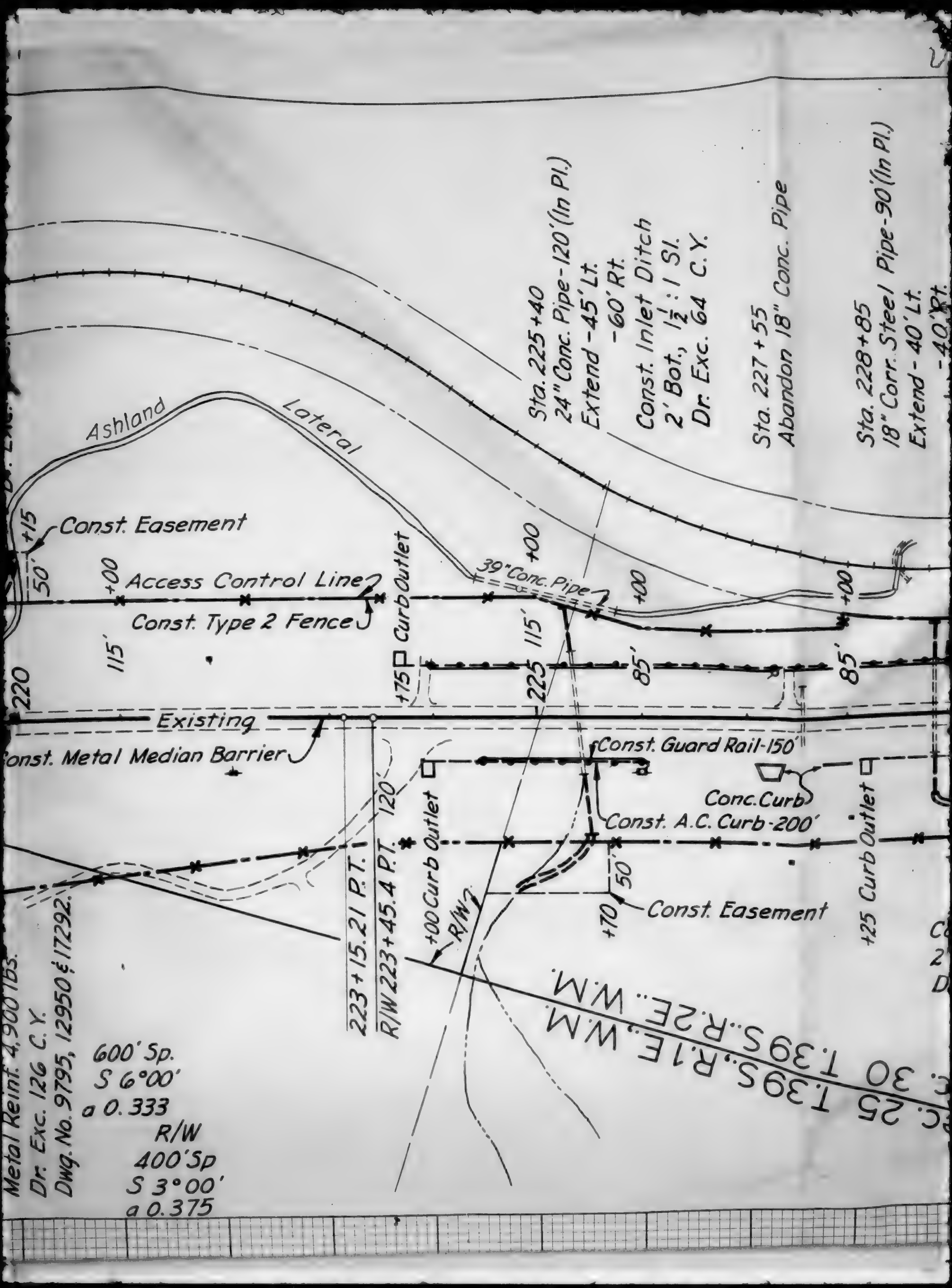


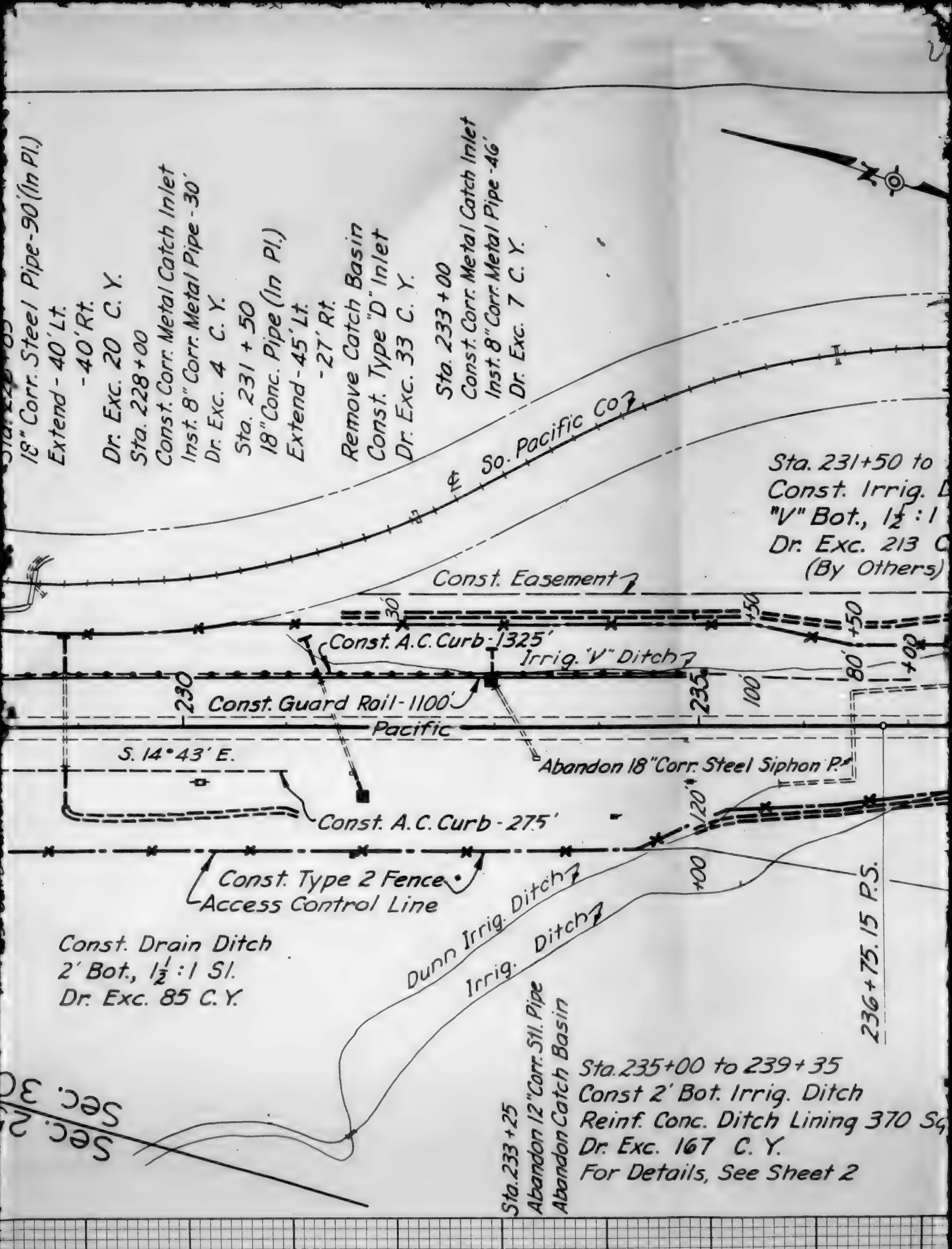
Const 5' Bot. Irrig. Ditch
Reinf. Conc. Ditch Lining 194 Sq. Yd.
Dr. Exc. 48 C.Y.

Sta. 214+50 to 219+00
Const. 5' Bot. Irrigation Ditch
Reinf. Conc. Ditch Lining 972 Sq. Yd.
Dr. Exc. 790 C.Y.
For Details, See Sheet 2

Sta. 219+22
5'x 3' R.C.B.C.-60 (In Pl.)
Extend-52' Lt.
-25' Rt.
Class "A" Conc. 34 C.Y.
Metal Reinf. 4,900 lbs.
Dr. Exc. 126 C.Y.
Dwg. No. 9795, 12950 & 17292.

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		


Sta. 225+40
24" Conc. Pipe-120' (In Pl.)
Extend -45' Lt.
-60' Rt.
Const. Inlet Ditch
2' Bot., 1½ : 1 Sl.
Dr. Exc. 64 C.Y.
Sta. 227+55
Abandon 18" Conc. Pipe
Sta. 228+85
18" Corr. Steel Pipe-90' (In Pl.)
Extend - 40' Lt.
-40' Rt.
Ashland
Lateral
+15
Const. Easement
50'
+00
Access Control Line
Const. Type 2 Fence
Curb Outlet
39" Conc. Pipe
+00
+00
+00
115'
115'
+75
225
85'
85'
220
Existing
Const. Metal Median Barrier
Const. Guard Rail-150'
Conc. Curb
Const. A.C. Curb-200'
120'
+00 Curb Outlet
+25 Curb Outlet
R/W
50'
+70
Const. Easement
223+15.21 P.T.
R/W 223+45.4 P.T.
Metal Reinf. 4,900 lbs.
Dr. Exc. 126 C.Y.
Dwg. No. 9795, 12950 & 17292.
600' Sp.
S 6°00'
a 0.333
R/W
400' Sp
S 3°00'
a 0.375
C. 25 T.39S. R.2E. W.M.
30 T.39S. R.1E. W.M.

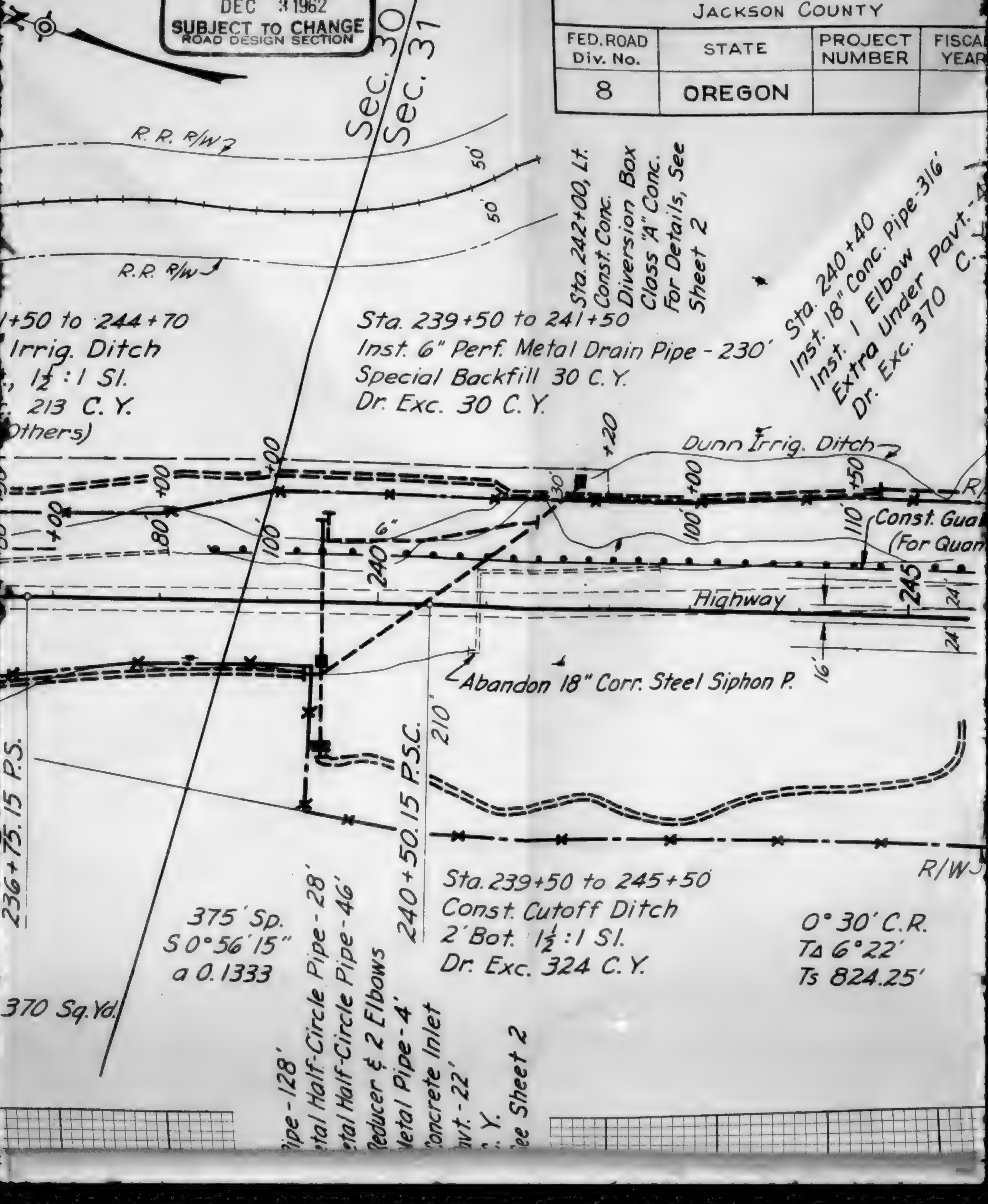

Sta.22 +85
18" Corr. Steel Pipe-90'(In Pl.)
Extend-40' Lt.
-40' Rt.
Dr. Exc. 20 C. Y.
Sta. 228+00
Const. Corr. Metal Catch Inlet
Inst. 8" Corr. Metal Pipe-30'
Dr. Exc. 4 C. Y.
Sta. 231+50
18" Conc. Pipe (In Pl.)
Extend-45' Lt.
-27' Rt.
Remove Catch Basin
Const. Type "D" Inlet
Dr. Exc. 33 C. Y.
Sta. 233+00
Const. Corr. Metal Catch Inlet
Inst. 8" Corr. Metal Pipe-46'
Dr. Exc. 7 C. Y.
N
℄ So. Pacific Co
Sta. 231+50 to
Const. Irrig.
"V" Bot., 1½ : 1
Dr. Exc. 213
(By Others)
Const. Easement
30
+50
+50
+00
80
Const. A.C. Curb-1325'
Irrig. "V" Ditch
230
235
100
Const. Guard Rail-1100'
Pacific
S. 14° 43' E.
Abandon 18" Corr. Steel Siphon P.
Const. A.C. Curb-275'
120
+00
Const. Type 2 Fence
Access Control Line
Dunn Irrig. Ditch
Irrig. Ditch
Const. Drain Ditch
2' Bot., 1½ : 1 Sl.
Dr. Exc. 85 C.Y.
236+75.15 P.S.
Sta. 235+00 to 239+35
Const 2' Bot. Irrig. Ditch
Reinf. Conc. Ditch Lining 370 Sq
Dr. Exc. 167 C. Y.
For Details, See Sheet 2
Sta. 233+25
Abandon 12" Corr. Stl. Pipe
Abandon Catch Basin
Sec. 30
Sec. 2

PRELIMINARY COPY
DEC 3 1962
SUBJECT TO CHANGE
ROAD DESIGN SECTION

SO. ASHLAND INTERCH.-WALL CR. SE

PACIFIC HIGHWAY
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCA YEA
8	OREGON		



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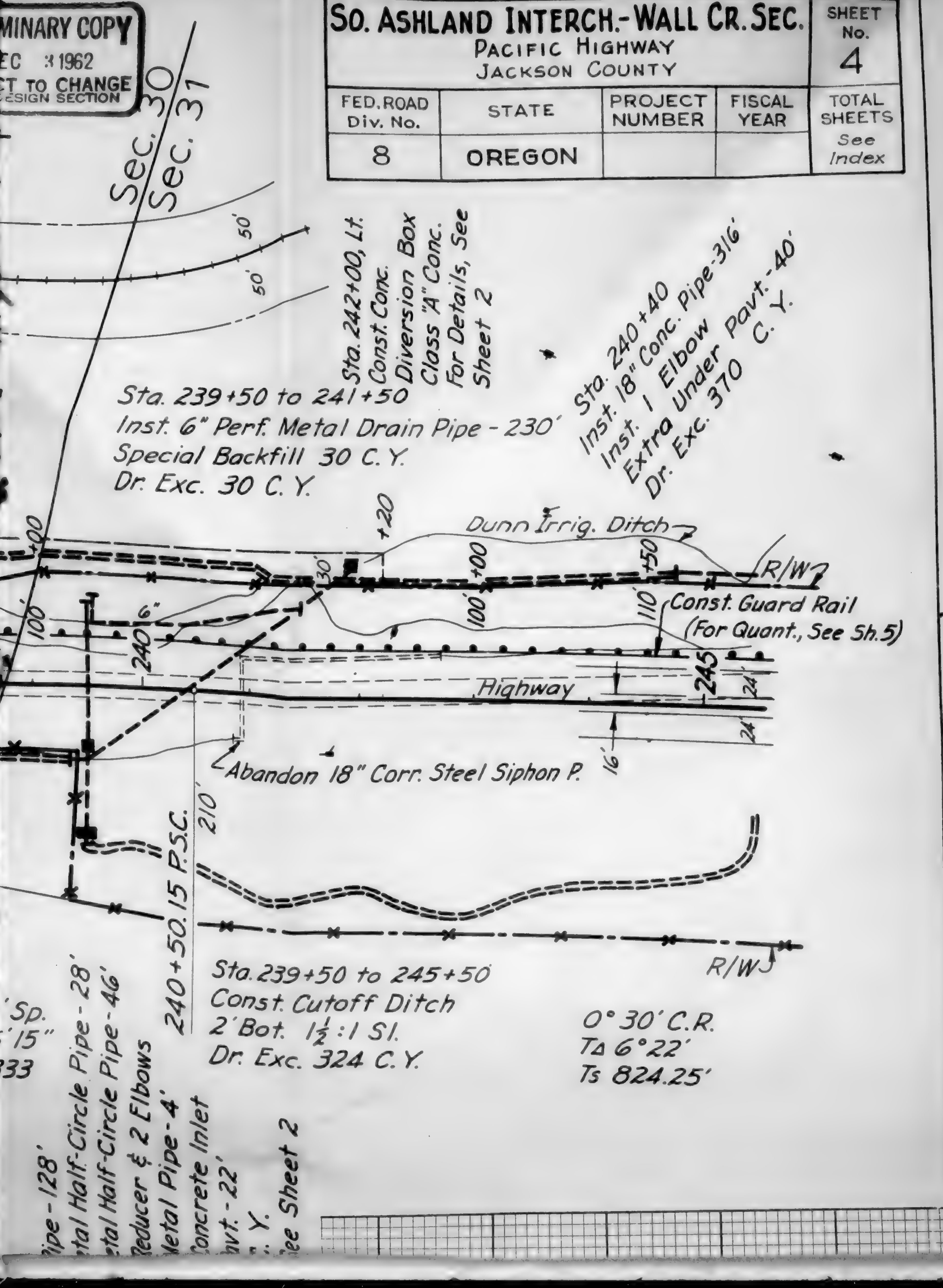
CT TO CHANGE
ESIGN SECTION

SO. ASHLAND INTERCH.-WALL CR. SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON			



Sta. 242+00, Lt.
Const. Conc. Diversion Box
Class "A" Conc.
For Details, See Sheet 2

Sta. 239+50 to 241+50
Inst. 6" Perf. Metal Drain Pipe - 230'
Special Backfill 30 C.Y.
Dr. Exc. 30 C.Y.

Sta. 240+40
Inst. 18" Conc. Pipe-316'
Inst. 1 Elbow
Extra Under Pavt.-40'
Dr. Exc. 370 C.Y.

Const. Guard Rail
(For Quant., See Sh. 5)

Abandon 18" Corr. Steel Siphon P.

Sta. 239+50 to 245+50
Const. Cutoff Ditch
2' Bot. 1½:1 Sl.
Dr. Exc. 324 C.Y.

0° 30' C.R.
TΔ 6°22'
Ts 824.25'

'Sp.
6'15"
333

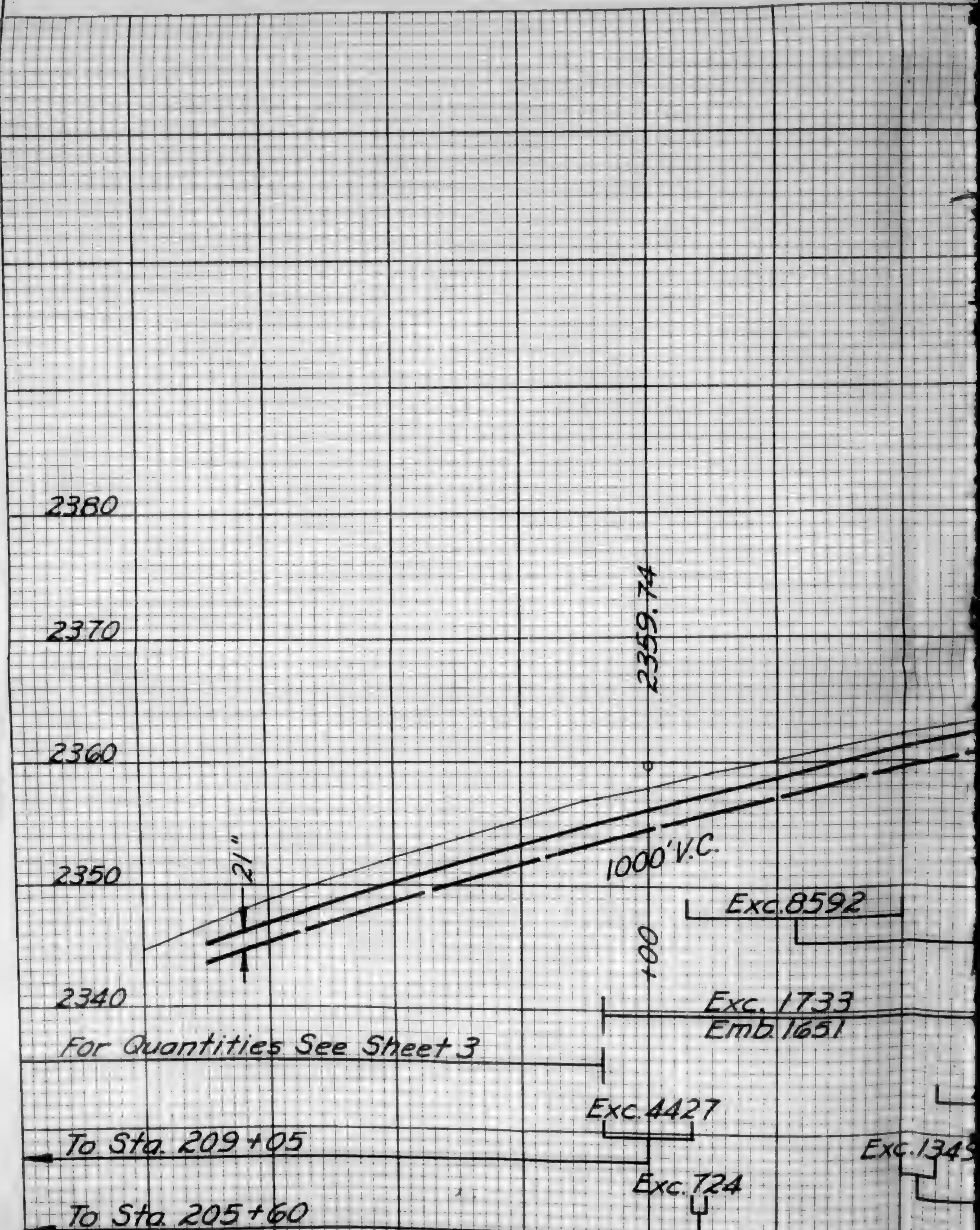
ipe-128'
etal Half-Circle Pipe-28'
etal Half-Circle Pipe-46'
Reducer & 2 Elbows
Metal Pipe-4'
Concrete Inlet
vt.-22'
Y.
ee Sheet 2

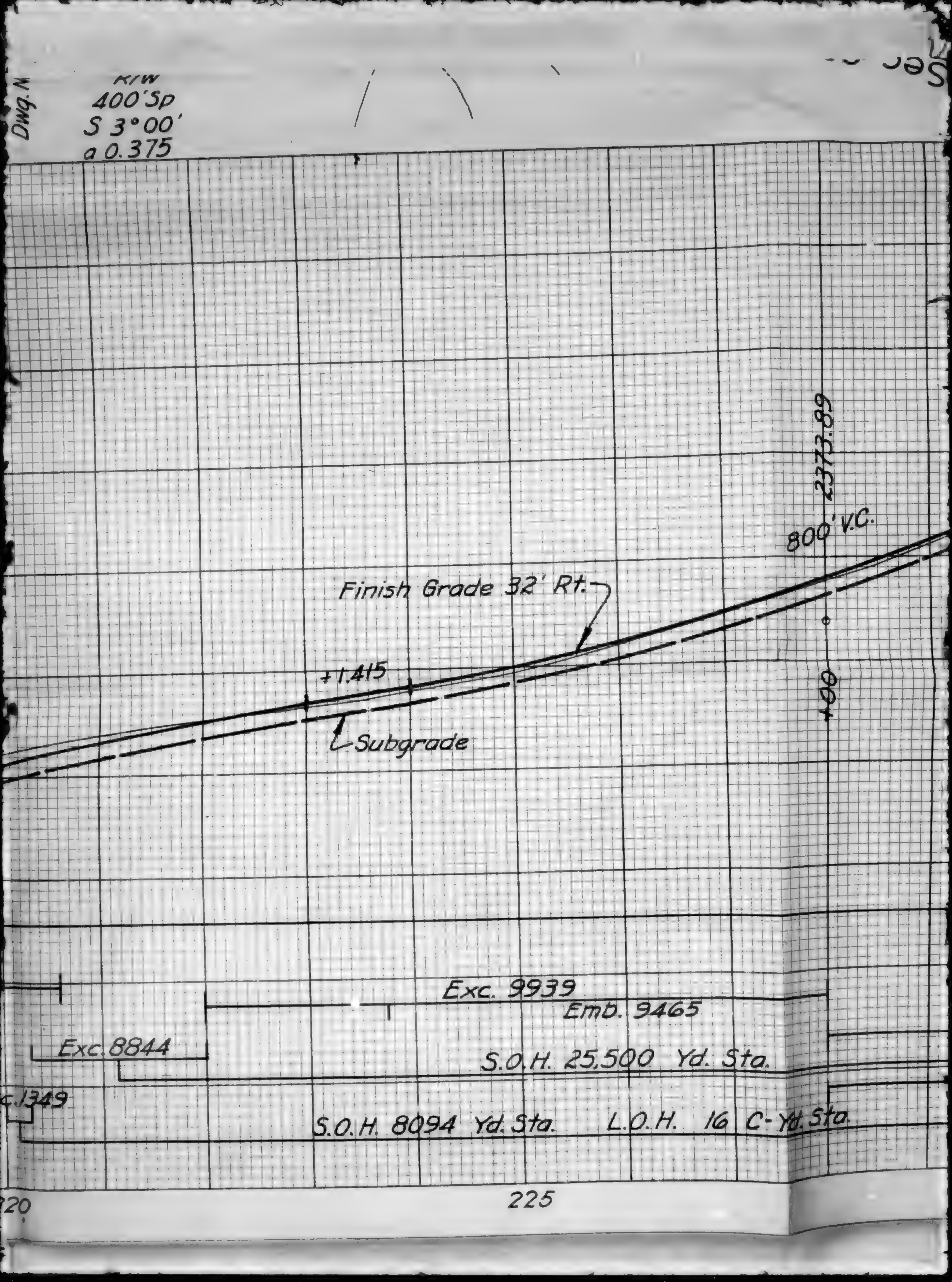
Reinf. Conc. Ditch Lining
Dr. Exc. 790 C.Y.
For Details, See Sheet 2

Sta. 2
5'x3
Exten

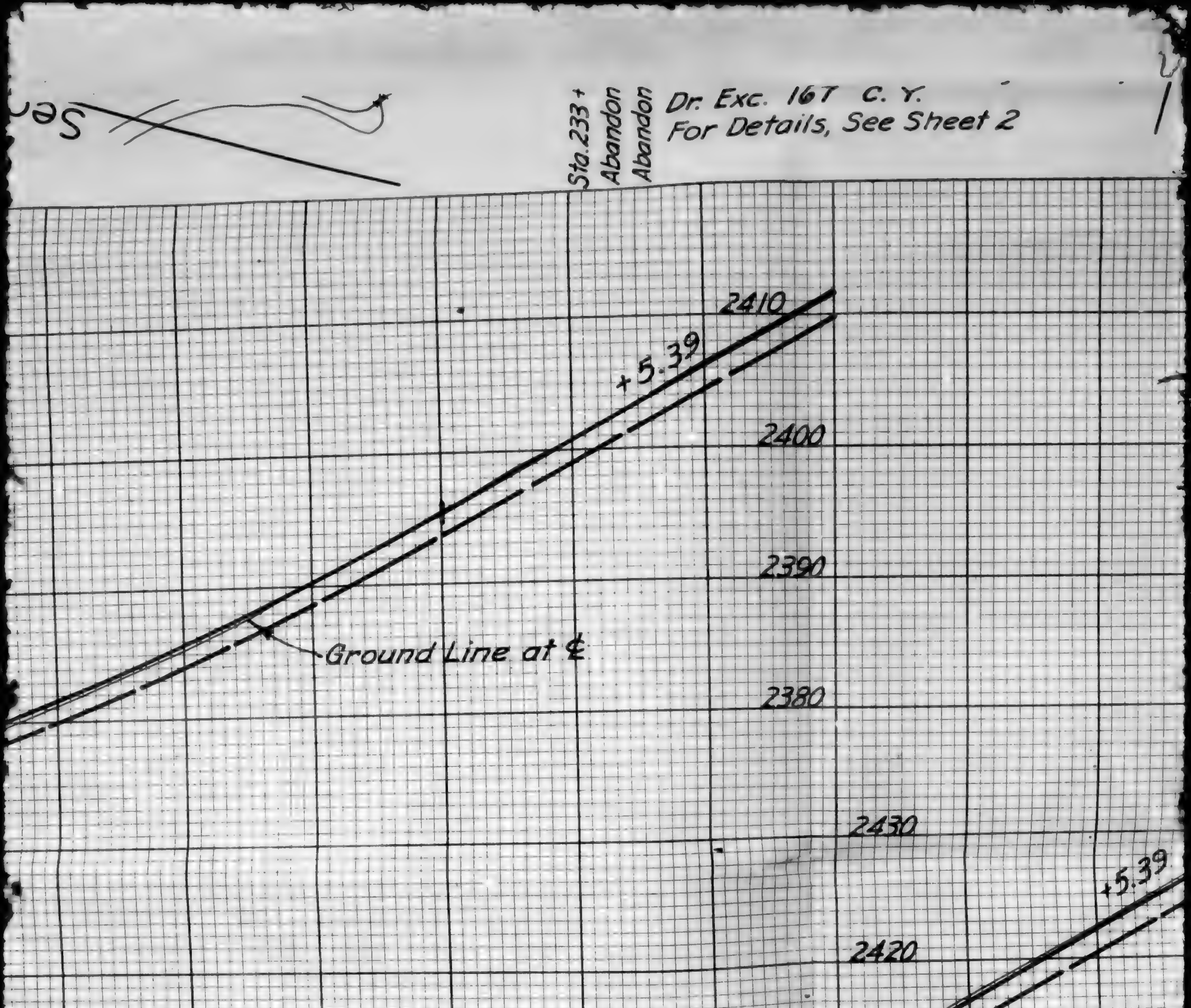
Class
Metal
Dr. Ex
Dwg. N

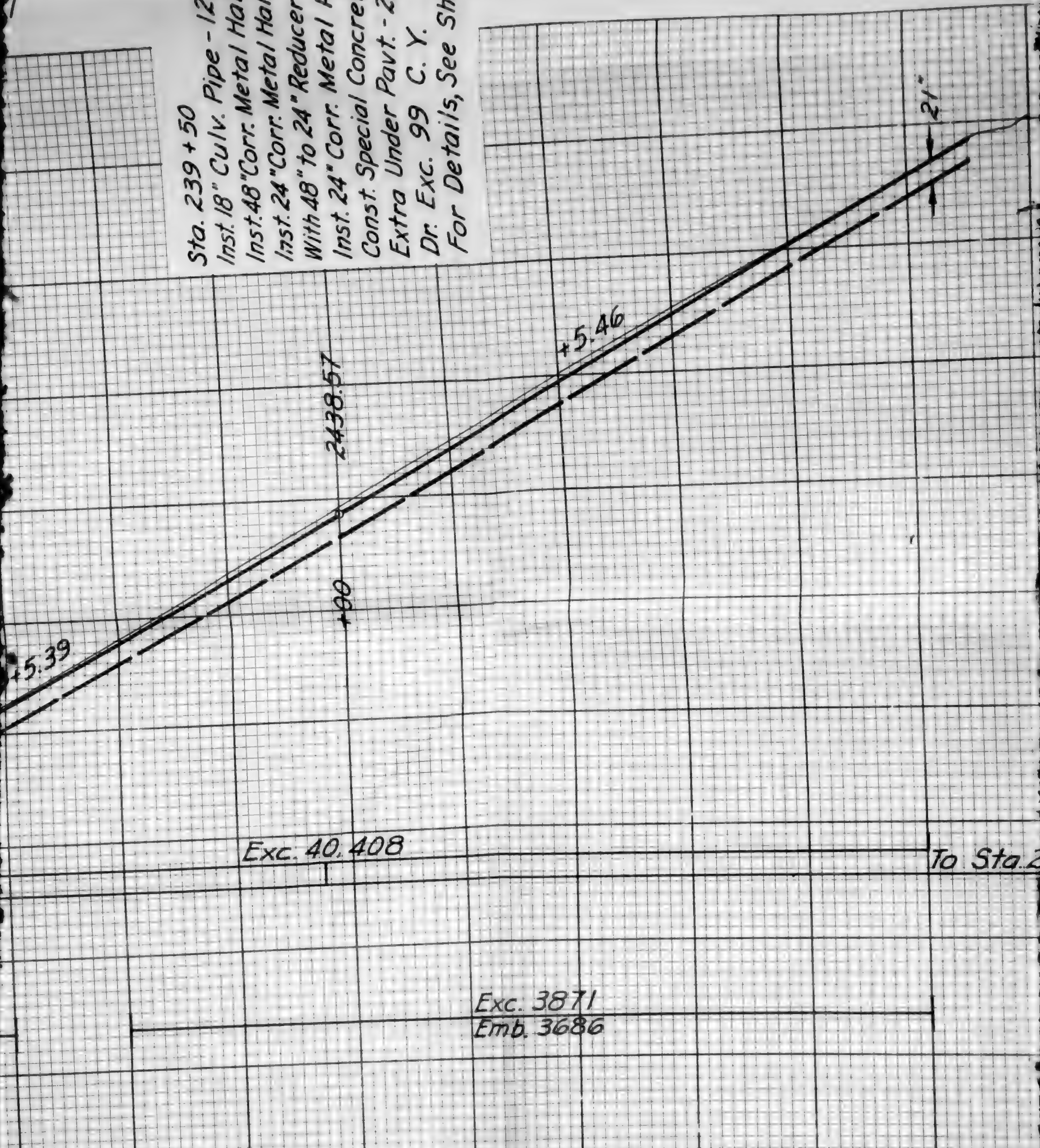
ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
NO.		



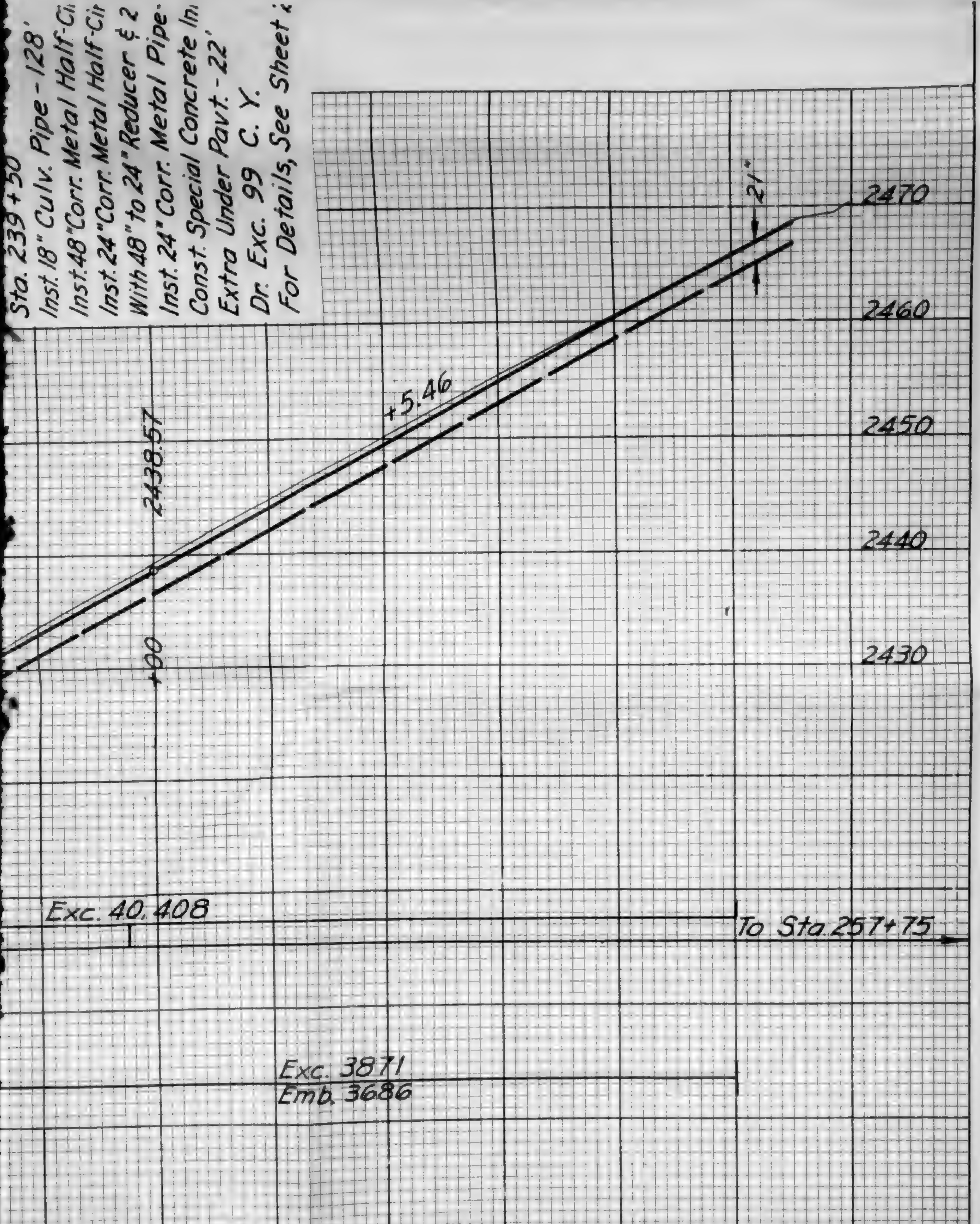


Dwg. N
R/W
400'Sp
S 3°00'
a 0.375
2373.89
800' V.C.
Finish Grade 32' Rt.
+1.415
Subgrade
+00
Exc. 9939
Emb. 9465
Exc. 8844
S.O.H. 25,500 Yd. Sta.
c.1349
S.O.H. 8094 Yd. Sta.
L.O.H. 16 C-Yd. Sta.
220
225

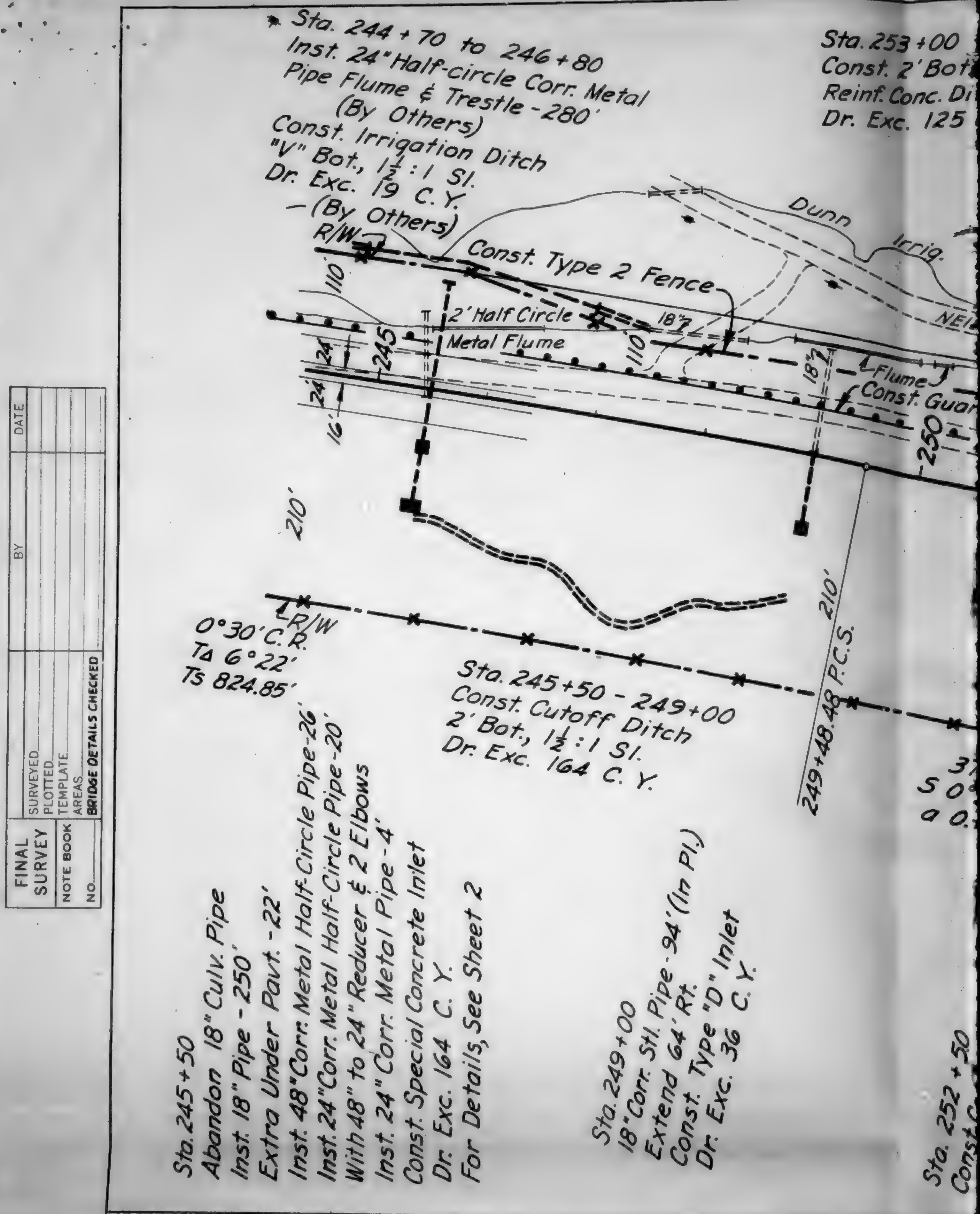

Sta.233 +
Abandon
Abandon
Dr. Exc. 16T C. Y.
For Details, See Sheet 2
2410
+5.39
2400
2390
Ground Line at ℄
2380
2430
+5.39
2420
2410
Exc. 3515
Emb. 3347
Emb. 8423
Emb. 1285
230
235

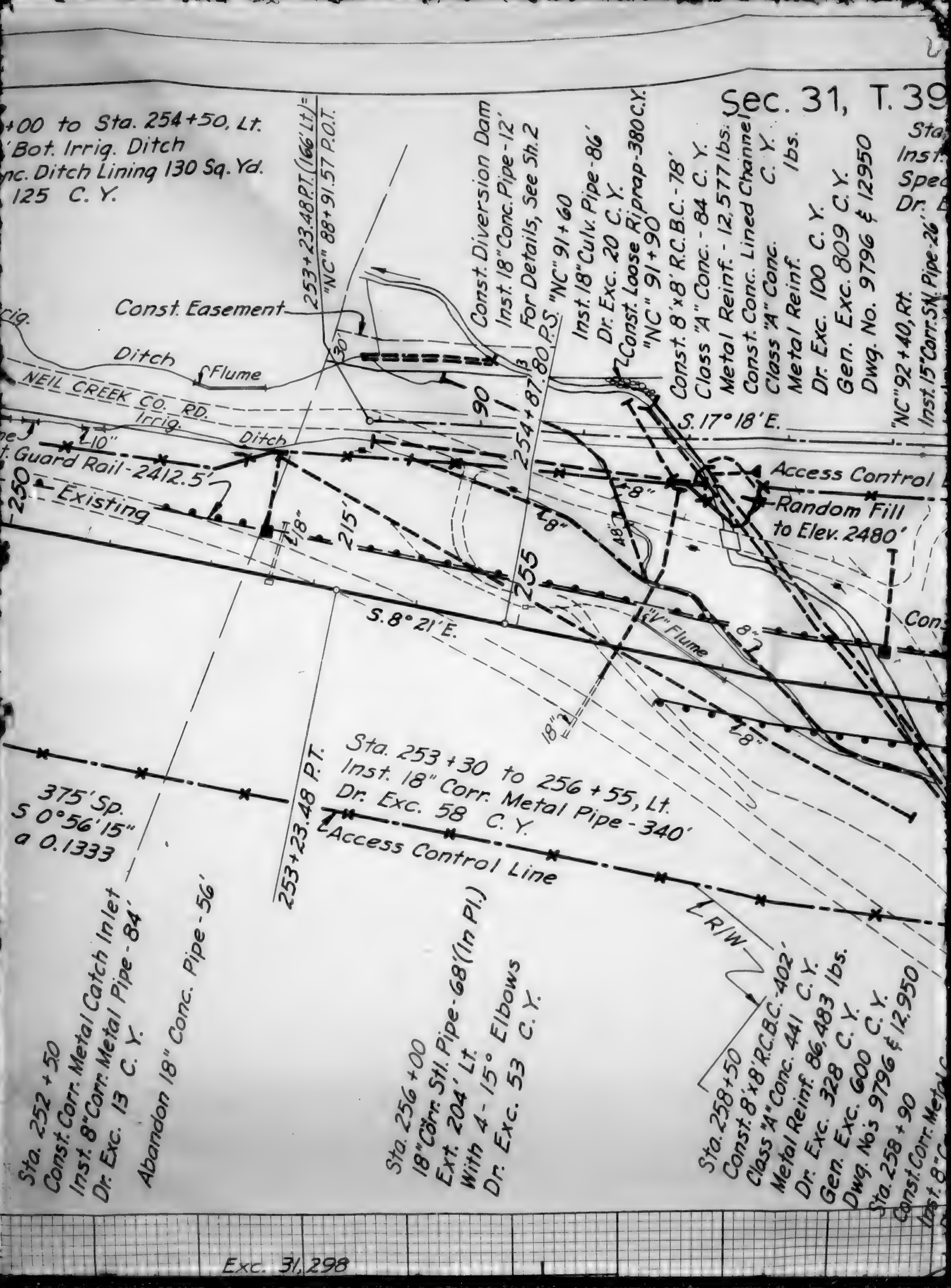


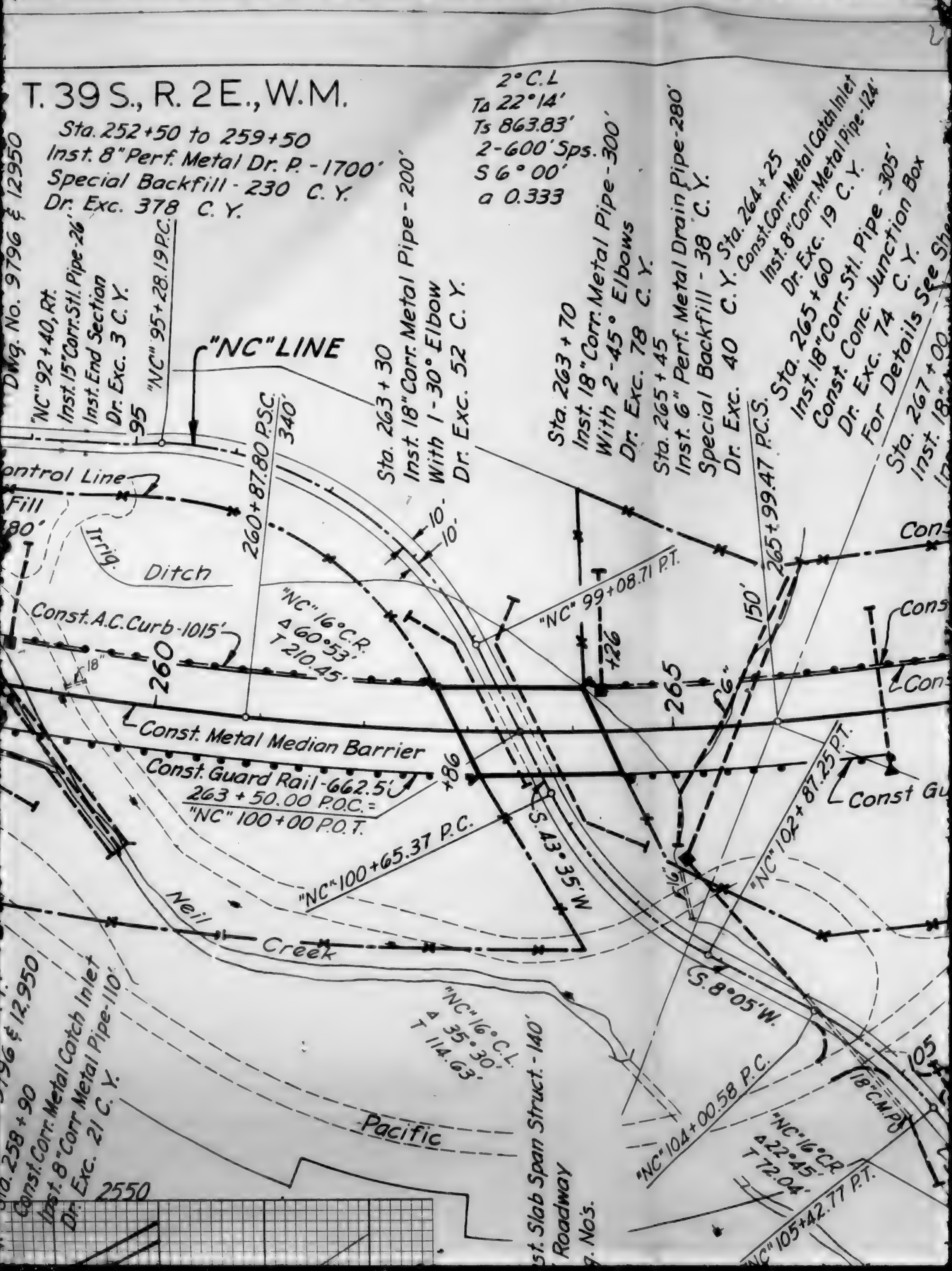
Sta. 239 + 50
Inst. 18" Culv. Pipe - 128'
Inst. 48" Corr. Metal Half-Ci
Inst. 24" Corr. Metal Half-Ci
With 48" to 24" Reducer & 2
Inst. 24" Corr. Metal Pipe-
Const. Special Concrete In
Extra Under Pavt. - 22'
Dr. Exc. 99 C. Y.
For Details, See Sheet



Sta. 239+50
Inst. 18" Culv. Pipe - 128'
Inst. 48" Corr. Metal Half-Ci
Inst. 24" Corr. Metal Half-Cir
With 48" to 24" Reducer & 2
Inst. 24" Corr. Metal Pipe-
Const. Special Concrete In
Extra Under Pavt. - 22'
Dr. Exc. 99 C. Y.
For Details, See Sheet


Sta. 244+70 to 246+80
Inst. 24" Half-circle Corr. Metal
Pipe Flume & Trestle - 280'
(By Others)
Const. Irrigation Ditch
"V" Bot., 1½ : 1 Sl.
Dr. Exc. 19 C.Y.
(By Others)
Sta. 253+00
Const. 2' Bot
Reinf. Conc. Di
Dr. Exc. 125
Dunn
Irrig.
NEI
R/W
Const. Type 2 Fence
110
2' Half Circle
Metal Flume
18"
110
18"
Flume
Const. Guar
245
24
24'
16'
250
210'
210'
R/W
0°30' C.R.
TΔ 6°22'
Ts 824.85'
Sta. 245+50 - 249+00
Const. Cutoff Ditch
2' Bot., 1½ : 1 Sl.
Dr. Exc. 164 C.Y.
249+48.48 P.C.S.
37
S 0
a 0.
Sta. 245+50
Abandon 18" Culv. Pipe
Inst. 18" Pipe - 250'
Extra Under Pavt. - 22'
Inst. 48" Corr. Metal Half-Circle Pipe - 26'
Inst. 24" Corr. Metal Half-Circle Pipe - 20'
With 48" to 24" Reducer & 2 Elbows
Inst. 24" Corr. Metal Pipe - 4'
Const. Special Concrete Inlet
Dr. Exc. 164 C.Y.
For Details, See Sheet 2
Sta. 249+00
18" Corr. Stl. Pipe - 94' (In Pl.)
Extend 64' Rt.
Const. Type "D" Inlet
Dr. Exc. 36 C.Y.
Sta. 252+50
Const.
FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
BRIDGE DETAILS CHECKED
BY
DATE


Sec. 31, T.39
+00 to Sta. 254+50, Lt.
'Bot. Irrig. Ditch
nc. Ditch Lining 130 Sq. Yd.
125 C.Y.
253+23.48 P.T. (166' Lt.) = "NC" 88+91.57 P.O.T.
Const. Diversion Dam
Inst. 18" Conc. Pipe - 12'
For Details, See Sh. 2
254+87.80 P.S. "NC" 91+60
Inst. 18" Culv. Pipe - 86'
Dr. Exc. 20 C.Y.
Const. Loose Riprap - 380 C.Y.
"NC" 91+90
Const. 8'x8' R.C.B.C. - 78'
Class "A" Conc. - 84 C.Y.
Metal Reinf. - 12,577 lbs.
Const. Conc. Lined Channel
Class "A" Conc. C.Y.
Metal Reinf. lbs.
Dr. Exc. 100 C.Y.
Gen. Exc. 809 C.Y.
Dwg. No. 9796 & 12950
"NC" 92+40, Rt.
Inst. 15" Corr. Stl. Pipe - 26'
Sta
Inst.
Spec
Dr. E
Const. Easement
Irrig.
Ditch
Flume
NEIL CREEK CO. RD.
Irrig.
Ditch
10"
Guard Rail - 2412.5'
250
Existing
30'
90
S. 17° 18' E.
Access Control
Random Fill to Elev. 2480'
8"
8"
48"
18"
215'
255
S. 8° 21' E.
"V" Flume
8"
8"
18"
Cons
Sta. 253+30 to 256+55, Lt.
Inst. 18" Corr. Metal Pipe - 340'
Dr. Exc. 58 C.Y.
375' Sp.
S 0° 56' 15"
a 0.1333
253+23.48 P.T.
Access Control Line
R/W
Sta. 252+50
Const. Corr. Metal Catch Inlet
Inst. 8" Corr. Metal Pipe - 84'
Dr. Exc. 13 C.Y.
Abandon 18" Conc. Pipe - 56'
Sta. 256+00
18" Corr. Stl. Pipe - 68' (In Pl.)
Ext. 204' Lt.
With 4 - 15° Elbows
Dr. Exc. 53 C.Y.
Sta. 258+50
Const. 8'x8' R.C.B.C. - 402'
Class "A" Conc. 441 C.Y.
Metal Reinf. 86,483 lbs.
Dr. Exc. 328 C.Y.
Gen. Exc. 600 C.Y.
Dwg. No's 9796 & 12,950
Sta. 258+90
Const. Corr. Metal
Inst. 8" C
Exc. 31,298


T. 39 S., R. 2 E., W.M.
Sta. 252+50 to 259+50
Inst. 8" Perf. Metal Dr. P. - 1700'
Special Backfill - 230 C. Y.
Dr. Exc. 378 C. Y.
2° C.L
TΔ 22°14'
Ts 863.83'
2-600' Sps.
S 6° 00'
a 0.333
Dwg. No. 9796 & 12950
"NC" 92+40, Rt.
Inst. 15" Corr. Stl. Pipe-26'
Inst. End Section
Dr. Exc. 3 C. Y.
"NC" 95+28.19 P.C.
95
"NC" LINE
Sta. 263+30
Inst. 18" Corr. Metal Pipe - 200'
With 1-30° Elbow
Dr. Exc. 52 C. Y.
260+87.80 P.S.C.
340'
Sta. 263+70
Inst. 18" Corr. Metal Pipe - 300'
With 2-45° Elbows
Dr. Exc. 78 C. Y.
Sta. 265+45
Inst. 6" Perf. Metal Drain Pipe - 280'
Special Backfill - 38 C. Y.
Dr. Exc. 40 C. Y.
Sta. 264+25
Const. Corr. Metal Catch Inlet
Inst. 8" Corr. Metal Pipe - 124'
Dr. Exc. 19 C. Y.
Sta. 265+60
Inst. 18" Corr. Stl. Pipe - 305'
Const. Conc. Junction Box
Dr. Exc. 74 C. Y.
For Details See She
Sta. 267+00
Inst. 18"
In
265+99.47 P.C.S.
150'
Control Line
Fill
80'
Irrig. Ditch
10'
10'
"NC" 99+08.71 P.T.
"NC" 16° C.R.
Δ 60°53'
T 210.45'
Const. A.C. Curb - 1015'
+26
Cons
Cons
Cons
18"
260
265
6"
Const. Metal Median Barrier
Const. Guard Rail - 662.5'
+86
263+50.00 P.O.C. =
"NC" 100+00 P.O.T.
"NC" 100+65.37 P.C.
S. 43°35' W.
16"
"NC" 102+87.25 P.T.
Const. Gu
Neil Creek
S. 8°05' W.
"NC" 16° C.L.
Δ 35°30'
T 114.63'
105
18" C.M.P.
"NC" 104+00.58 P.C.
"NC" 16° C.R.
Δ 22°45'
T 72.04'
"NC" 105+42.77 P.T.
Pacific
9796 & 12,950
Sta. 258+90
Const. Corr. Metal Catch Inlet
Inst. 8" Corr. Metal Pipe - 110'
Dr. Exc. 21 C. Y.
2550
st. Slab Span Struct. - 140'
Roadway
g. Nos.

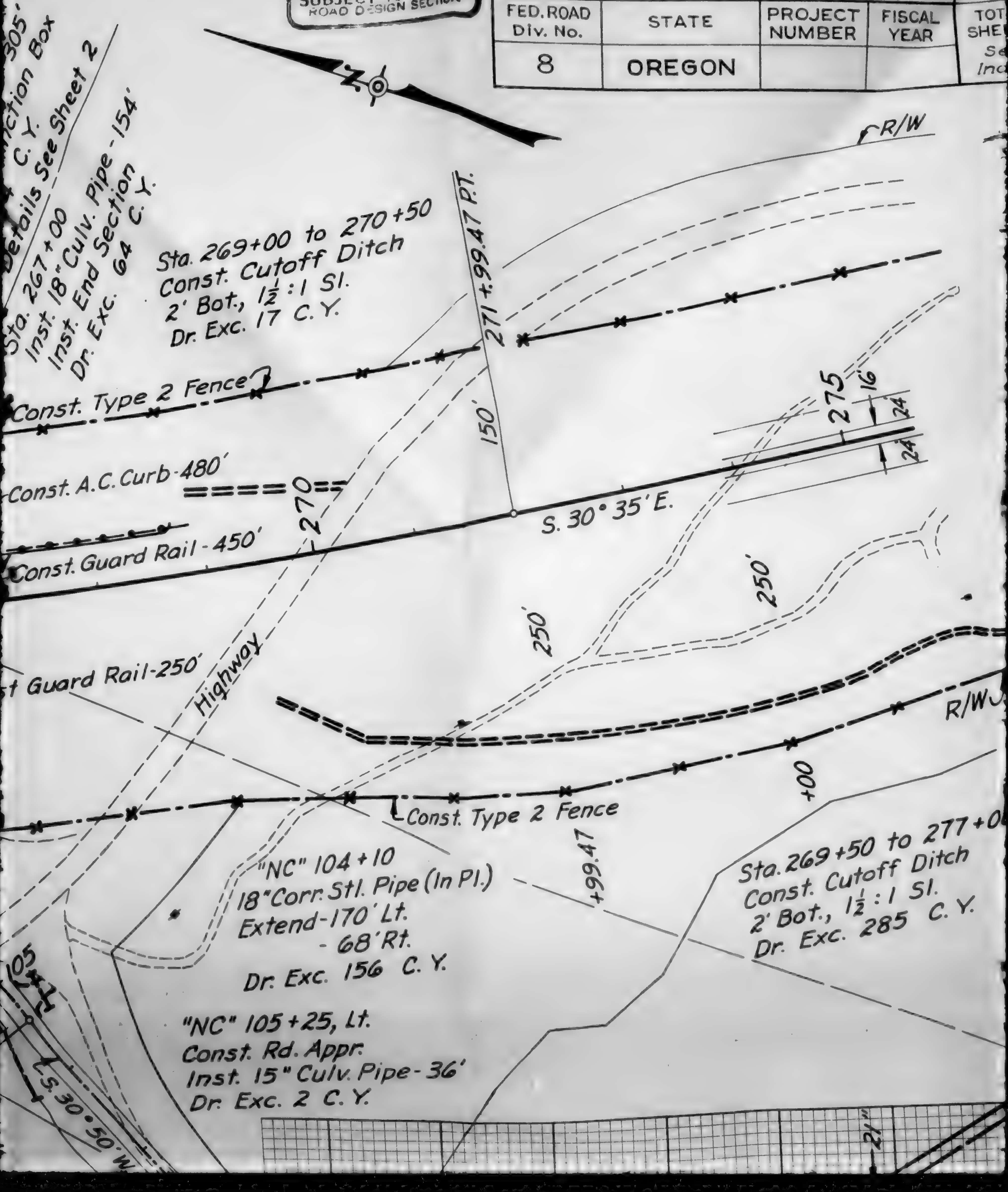
PRELIMINARY COPY
DEC 3 1962
SUBJECT TO CHANGE
ROAD DESIGN SECTION

SO. ASHLAND INTERCH.-WALL CR. SEC.

PACIFIC HIGHWAY
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOT SHE
8	OREGON			Se Inc

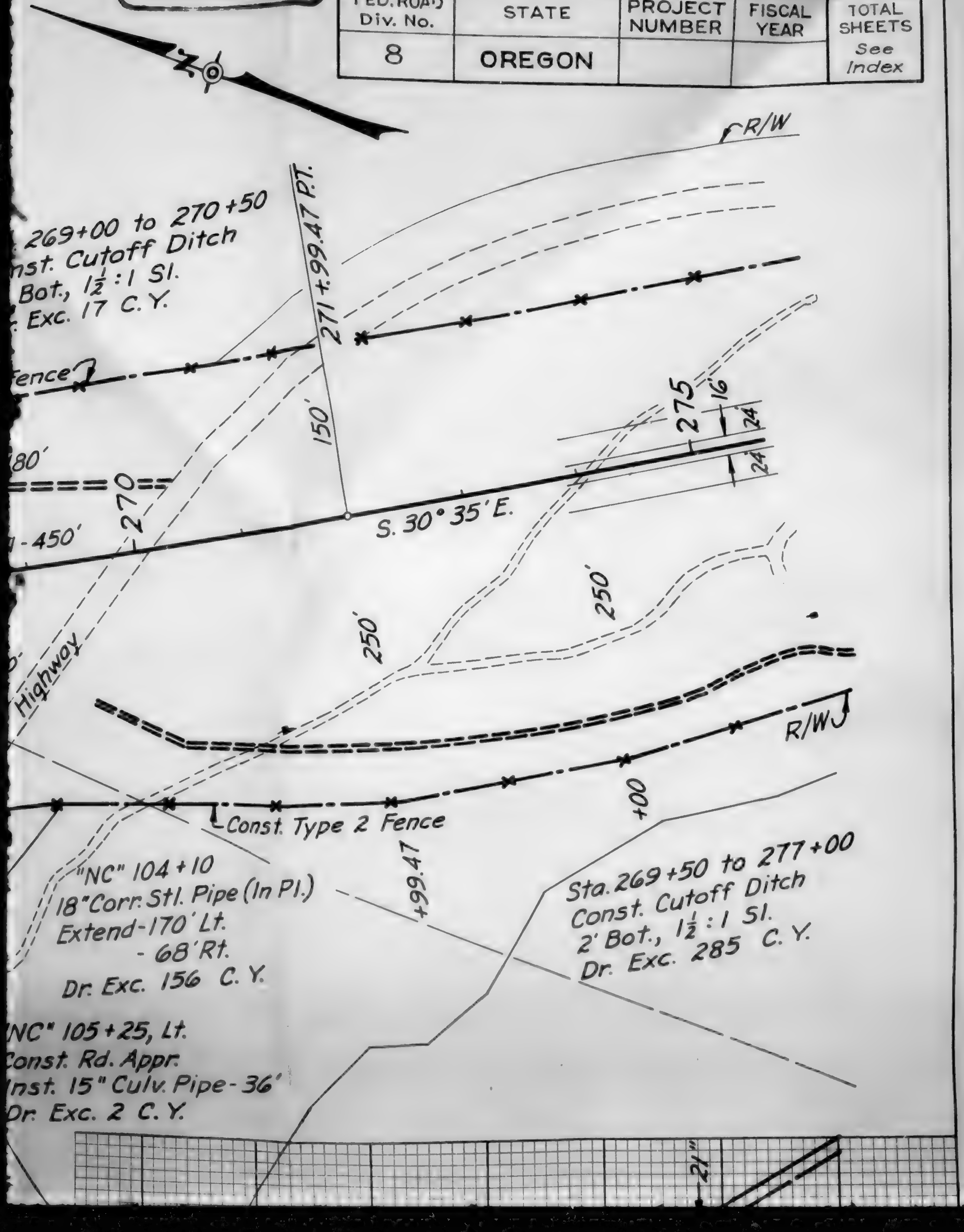
SHEE No 5



PRELIMINARY COPY
DEC 3 1962
SUBJECT TO CHANGE
ROAD DESIGN SECTION

SO. ASHLAND INTERCH.-WALL CR. SEC.
PACIFIC HIGHWAY
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 5
8	OREGON			TOTAL SHEETS See Index



ORIGINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

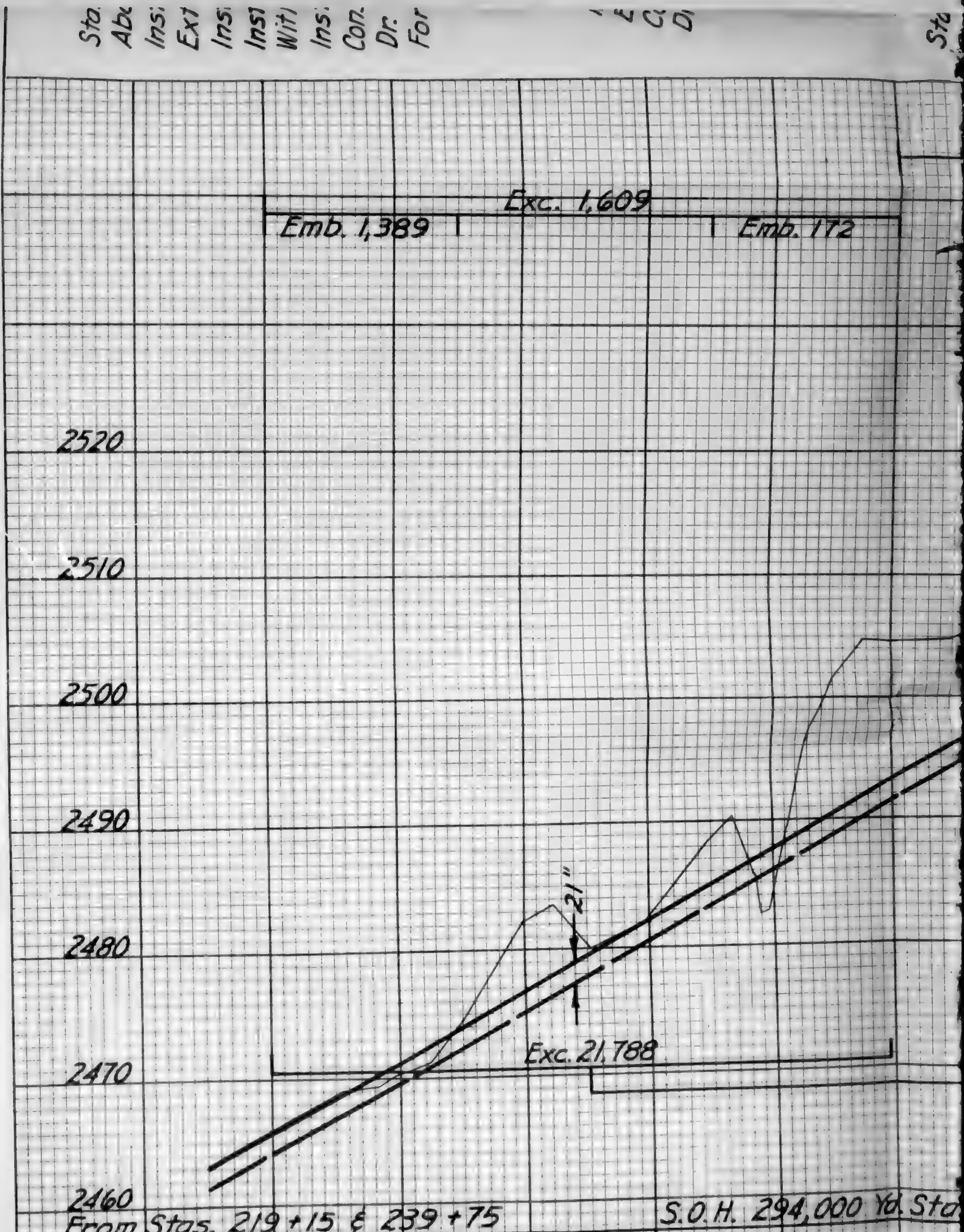
TEMPLATE

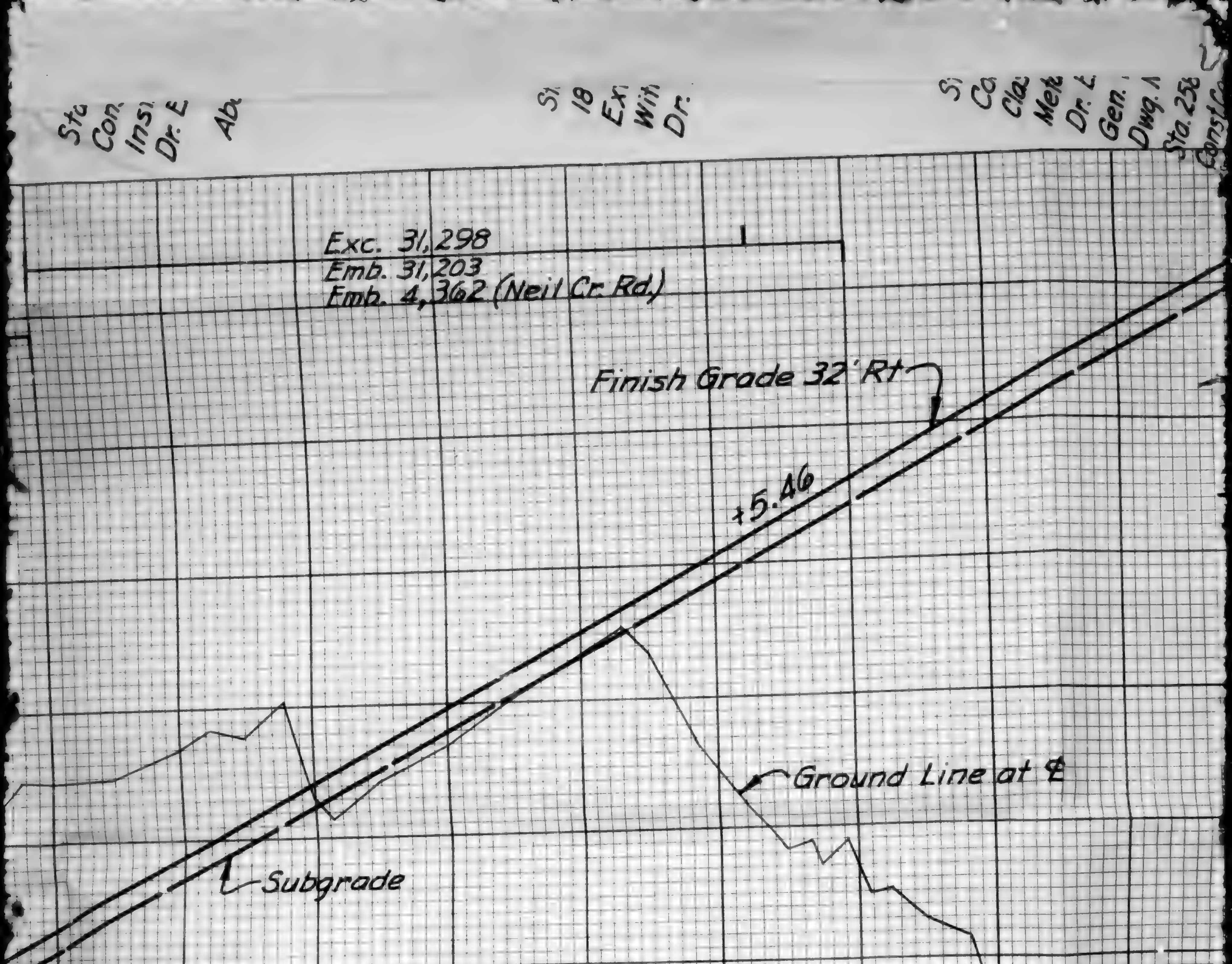
AREAS

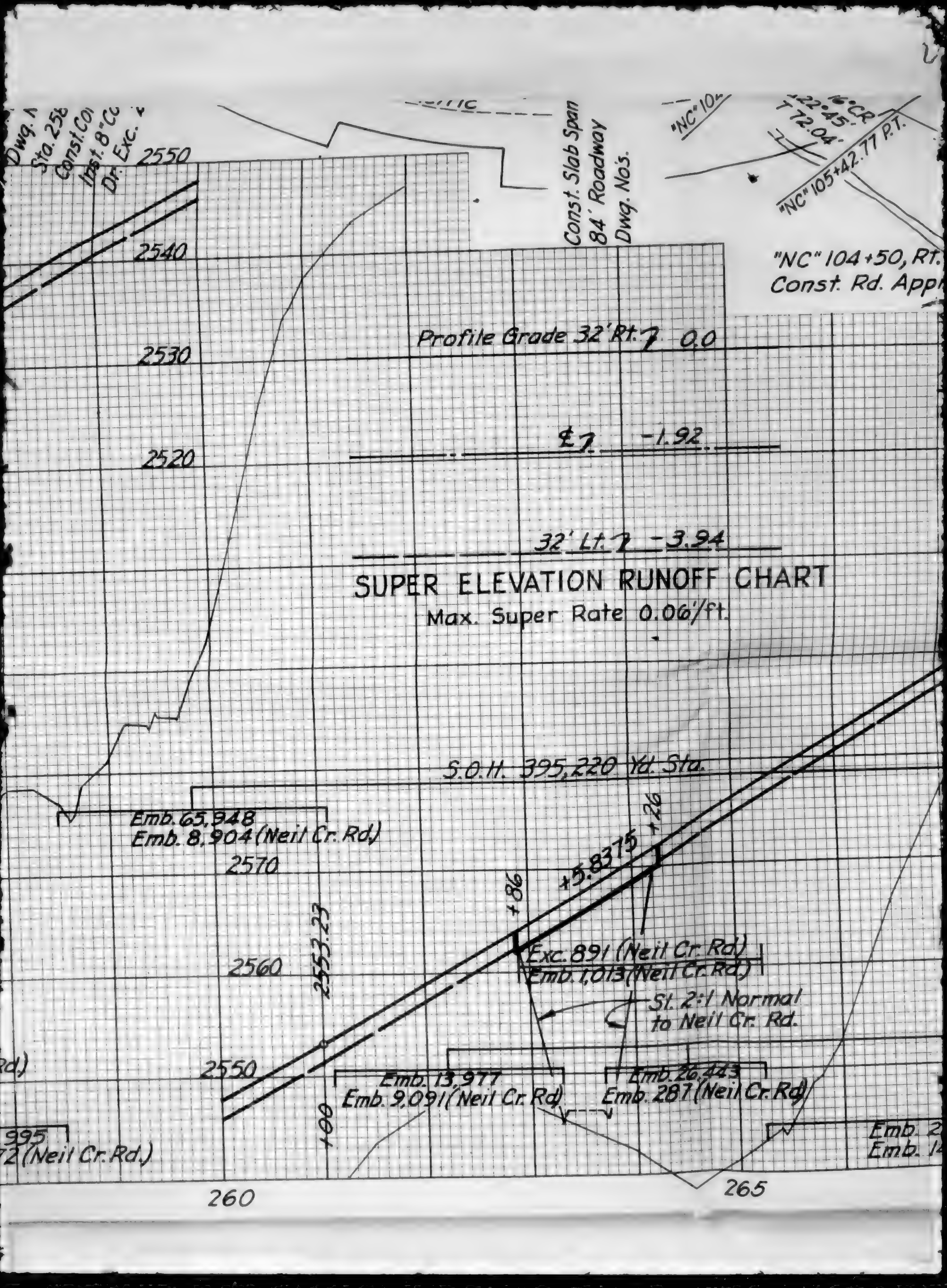
AREAS CHECKED

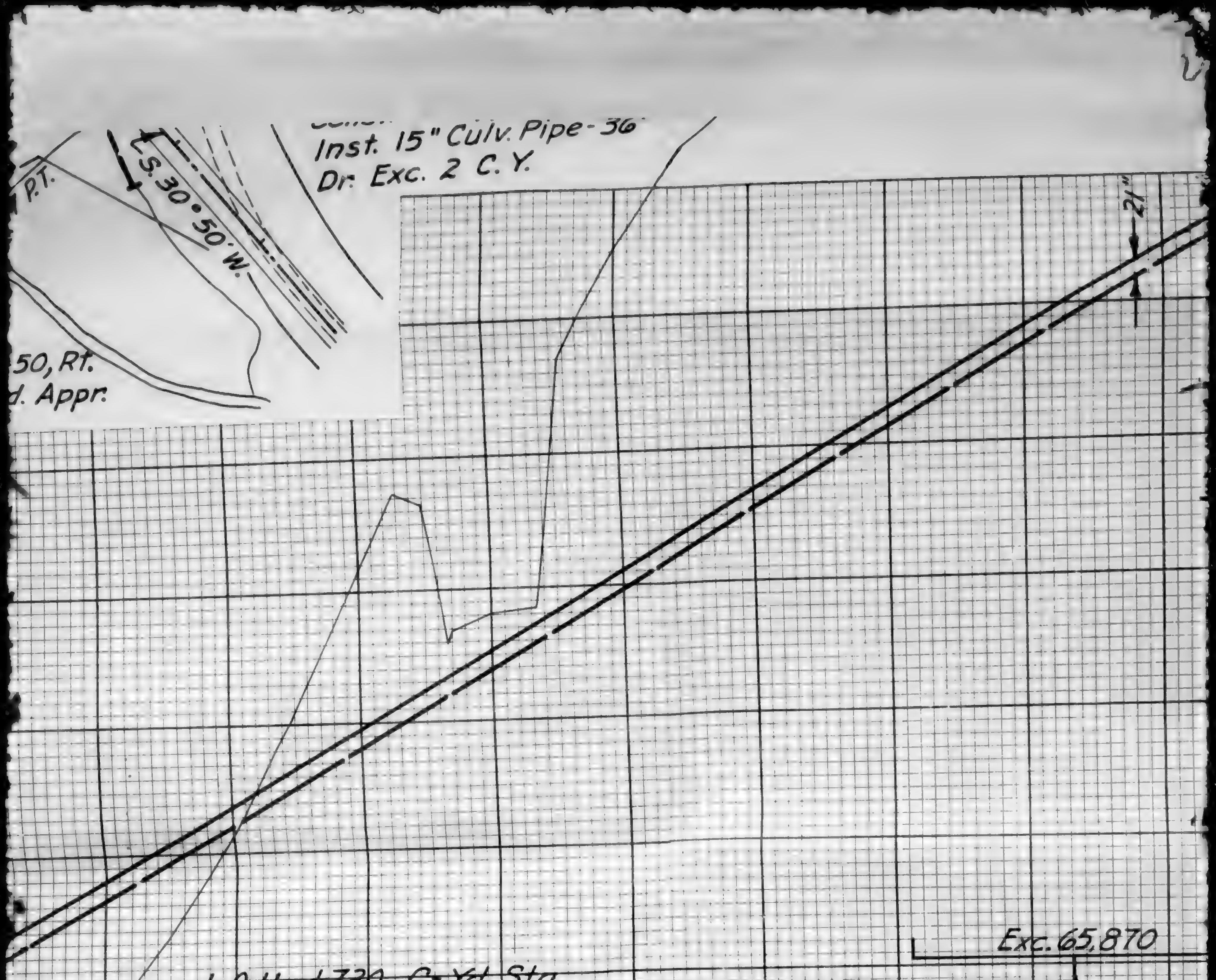
BY

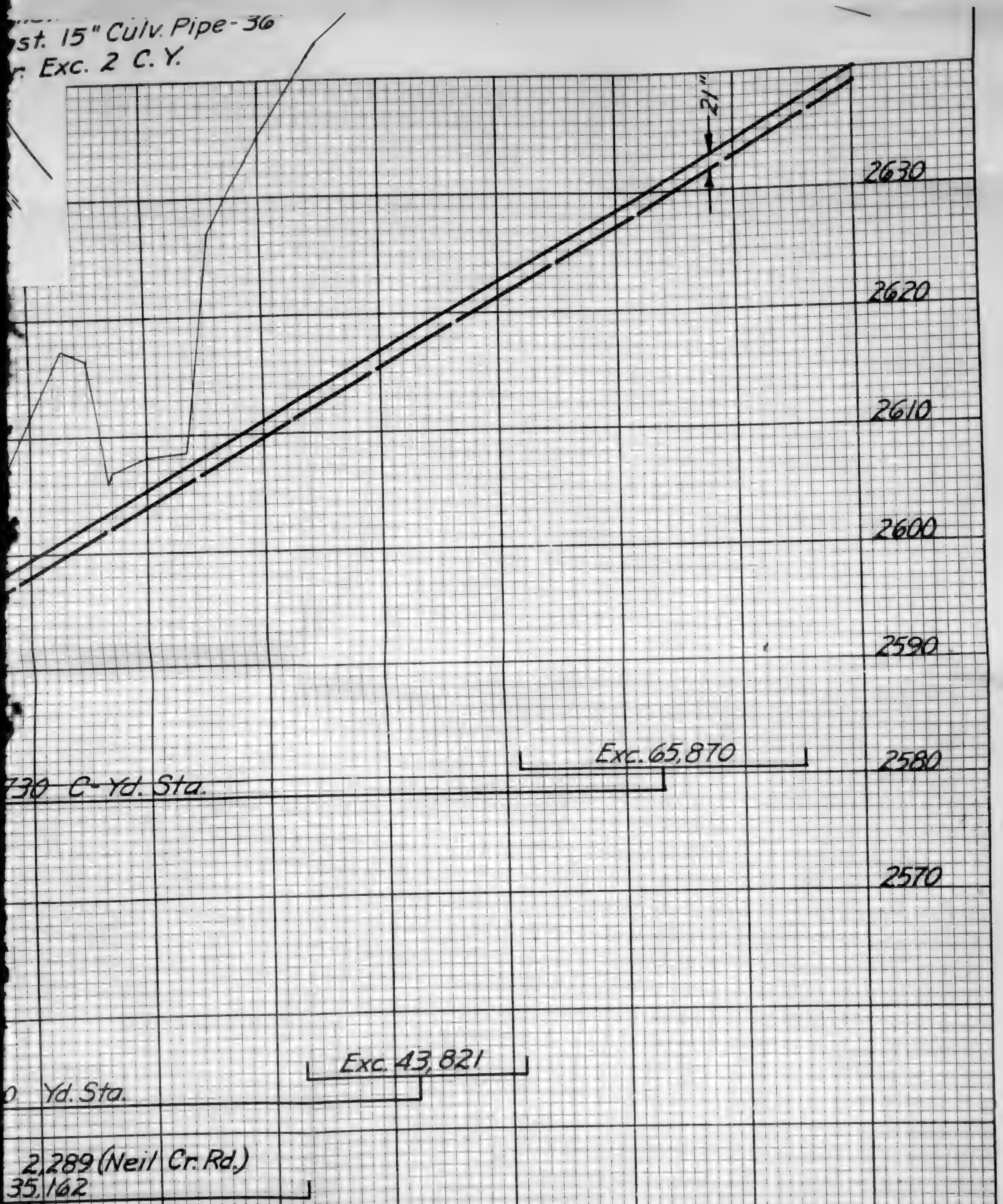
DATE




Sta
Con.
Ins
Dr. E
Ab
St
18
Ex
Wit
Dr.
S
Co
Cla
Met
Dr. E
Gen.
Dwg. N
Sta. 25
Const
Exc. 31,298
Emb. 31,203
Emb. 4,362 (Neil Cr. Rd.)
Finish Grade 32' Rt
+5.46
Ground Line at ℄
Subgrade
S.O.H. 49,500 Yd. Sta.
Emb. 22,369
Emb. 484 (Neil Cr. Rd.)
0 Yd. Sta.
L.O.H. 4,375 C-Yd. Sta.
Emb. 44,995
Emb. 1,672 (Neil C
250
255


Dwg. N
Sta. 25
Const. Co
Inst. 8" Co
Dr. Exc.
Const. Slab Span
84' Roadway
Dwg. Nos.
"NC" 10
16° CR
22°45'
T 72.04'
"NC" 105+42.77 P.T.
"NC" 104+50, Rt.
Const. Rd. Appr
2550
2540
2530
2520
Profile Grade 32' Rt. 0.0
℄ -1.92
32' Lt. -3.94
SUPER ELEVATION RUNOFF CHART
Max. Super Rate 0.06'/ft.
S.O.H. 395,220 Yd. Sta.
Emb. 65,948
Emb. 8,904 (Neil Cr. Rd)
2570
2560
2550
2553.23
+86
+5.8375
+26
Exc. 891 (Neil Cr. Rd)
Emb. 1,013 (Neil Cr. Rd)
Sl. 2:1 Normal
to Neil Cr. Rd.
Emb. 13,977
Emb. 9,091 (Neil Cr. Rd)
Emb. 26,443
Emb. 287 (Neil Cr. Rd)
+00
Rd.)
395
72 (Neil Cr. Rd.)
Emb. 2
Emb. 14
260
265


Inst. 15" Culv. Pipe - 36
Dr. Exc. 2 C.Y.
P.T.
S.30°50'W.
50, Rt.
d. Appr.
21"
Exc. 65,870
L.O.H. 1,730 C-Yd. Sta.
Exc. 43,821
S.O.H. 119,000 Yd. Sta.
Exc. 2,289 (Neil Cr. Rd.)
Exc. 35,162
Emb. 28,020
Emb. 14,537 (Neil Cr. Rd.)
270
27


st. 15" Culv. Pipe-36
r. Exc. 2 C.Y.
21"
2630
2620
2610
2600
2590
2580
2570
Exc. 65,870
730 C-Yd. Sta.
Exc. 43,821
0 Yd. Sta.
2,289 (Neil Cr. Rd.)
35,162
270
275

FORM E-30X—50M—6-61—36983

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1961

SUBJECT Supplementary Report
S. Ashland-California State Line
Pacific Highway (FAI-5)
Jackson County

To:
Mr. F. D. Morgan
Construction Engineer
OFFICE

An investigation has been made to determine the feasibility of converting the Summit-Cut Route from the 8.4 median as proposed on the south side of the summit to a free-alignment pattern having independent grades; the Summit-Cut Route was described previously in a report dated October 5, 1961. A 1"=400' aerial topographical map was used along with the information from the previous investigation.

The proposal is coincident (both in median and alignment) with the Summit-Cut Route from the South Ashland Interchange to Siskiyou. From Siskiyou to the California Line, the free alignment pattern prevailed with the exception of the summit cut proper where the 8.4 median was used to keep excavation down to a minimum; through the areas of free alignment, a maximum deviation between centerlines of approximately 200 feet was maintained providing a maximum grade differential of about 60 feet. Estimated construction cost for this proposal is $21,564,000 as follows:

Grade and Pave	$20,896,775
Structures	667,225
Right of Way	- - - - -
Est. Const. Cost	$21,564,000 (11.60 miles)

This estimate includes all items necessary for a complete functional unit; right of way costs have not been determined.

A table of physical characteristics is attached showing the comparison between this and the other routes investigated.

W. H. Tebeau

W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp
Attach.

SO. ASHLAND-CALIFORNIA STATE LINE
PACIFIC HIGHWAY
JACKSON COUNTY

PHYSICAL CHARACTERISTICS

	Summit Cut Free Location	Summit Cut Route	Improve Extg. Align.	Tunnel Route
Length, Miles	11.60	11.30	12.25	11.49
Total Central Angle	1245°	1001°	1580°	350°
Total Number of Curves	29	27	36	11
Max. Degree Curve	8°	8°	8°	6°
No. Max. Curves	6	6	10	1
Max. Central Angle, 1 Curve	98°	90°	134°	80°
Maximum Grade	6%	6%	5.95%	6%
Length, Max. Grade	7000'	9450'	2575'	11,800'
Length Grade 3% or over	54,036'	58,664'	63,680'	48,650'
Highest Grade Elevation	4290'	4281'	4466'	3939'
* Gen. Exc. Gross in Cu. Yd.	19,340,000	15,675,400	14,301,200	14,042,600
	$20,896,775	$19,281,825	$20,032,700	$15,022,750
Structures (incl. interchanges)	667,225	603,475	476,500	408,750
Twin Bore Tunnel	- - - - -	- - - - -	- - - - -	18,800,000
** Right of Way	- - - - -	- - - - -	- - - - -	- - - - -
Est. Const. Cost	$21,564,000	$19,885,300	$20,509,200	$34,231,500
	+ 1,678,700	0	+$ 623,900	+$14,346,200

* Does not include Tunnel Excavation (395,000 Cu. Yd. Gross)

** Right of way not determined for this investigation.

S-347(2) Deschutes Co. Roads Oiling 1963
Proj. on FAS 793, 899, 904 &
#6242 905 in vicinity of Bend & Sisters

14 A 2593

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]-22-64	OC 779		[illegible]-1064-297

Contract 6242
S-347(2) & S-486(1)

- Deschutes County
- Courthouse
- Bend, Oregon

R JUN 23 ENGIN COUNTY & CITY

INVOICE NUMBER

81929

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Deschutes County Roads oiling; Fall River and McAllister Roads, FAS No's. 793 and 899. Covered by agreements dated February 27, 1963 and June 10, 1963.			
County Advance Deposit		15,600.00	
Less amount previously transferred		11,600.00	
			4,000.00
Less amount transferred to 209-1302 (1-13 [illegible])			2,263.96
			1,736.04
County share construction cost		12,023.35	
less amount previously transferred		11,600.00	
			423.35
Refund due county			1,312.69

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

A 150 (REVISED 7-60)

7

Monthly transaction number 3-62	Form [illegible]A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	S Oregon
Project report number 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-5-64	County Deschutes
		Project number S-347(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 19~~62~~63, is hereby modified as follows:

Revised estimated total cost of project	$ 31,630.00
Revised Federal funds	$ 19,902.61
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 5 day of March, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Shaw

Ass't. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
Division Engineer

L R Backlund
By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

RECEIVED
JUN 13 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FOR R-2 (REV. 4-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE Oregon
		COUNTY Deschutes
PROJECT REPORT NO. [illegible]7(2)	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. S-347(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above-designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Deschutes River west 5 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-18-63	5.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 29,062.00	$ 18,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By R. L. Porter
Dep. State Highway Engineer
(Title)
By ______
(Title)
By ______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
XX A. W. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Manager
Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid Secondary
Project No. S-347(2)

FALL RIVER RESORT-DESCHUTES RIVER SECTION

(UNIT "B") OF FAS ROUTE 793 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 29, 1963

Type Code 5221

Roadway (Sta. 0+00 to Sta. 264+00) (Contract 6242)

Preparation of Base	5.00 miles	$ 200.00	$ 1,000.00
Hauling and Placing 3/4" - 0 Material in Binder Course	510 cu.yds.	2.10	1,071.00
Hauling and Placing Aggregates	3,320 cu.yds.	2.10	6,972.00
RC-250 Asphalt	78 tons	45.00	3,510.00
200-300 Asphalt	310 tons	42.00	13,020.00
Sprinkling	165 tons	4.00	660.00
			$26,233.00
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
Signing	All Required		87.50
			$ 187.50
	Subtotal		$26,420.50
	10% Engr. &Cont.		2,641.50
	Total		$29,062.00

Length of Roadway . . . . 5.000 Miles
Cost of Roadway per Mile. $5,812.40

Federal Funds	$18,300.00
State Funds	5,381.00
County Funds	5,381.00
	$29,062.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

File FAS 793

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-6-63	CC 823		[illegible]

INVOICE NUMBER 79343

NOTED
DON HARWELL

Deschutes County
Courthouse
Bend, Oregon
~~Attention: County Court~~

RECEIVED
AUG - 6 1963
COUNTY ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			15,400.00
Transfer from County's advance deposit to the State Highway Fund for use on the Bachelor Butte-Kiwa Springs Section, FHP 16-6(1) and 134 (2) on Fas [illegible], Deschutes County.			15,400.00
To be refunded			None

ACKNOWLEDGEMENT OF BILLING REQUEST
Cash Received with Request: $________________
By________________________________

NOTED
V. R JONES

F 150 (REVISED 7-60)

NOTED
R. M. ALLISON

See CC 803 Prefix 509-1064

~~[illegible]~~

$22.63.96 of above amount came from Retained Advance Deposit on CC 803. ([illegible] /63 on FAS 793)

RECEIVED
JUN 26 1963

FOR FILING

[illegible]
[illegible]
6242

June 26, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On June 24, 1963, we wrote to you concerning release of final payment on contract #6242, awarded to Babler Bros. Inc., for oiling county roads FAS Routes 793 and 899 in Deschutes County.

Final payment on this contract is $1,797.08 and the total contract amount is $59,417.33, including $369.80 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Babler Bros. Inc.,
4617 SE Milwaukie Avenue
Portland 2, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 24 1963
FOR FILING

[illegible]

6242

June 21, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 5 on Contract No. 6242. The contract was with Babler Bros., Inc., and was for oiling on FAS Routes 793 and 899 in Deschutes County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective June 20, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
JUL 15 1963

FOR FILING

6242

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
June 11, 1963

Agenda Items 4h-1 and 4h-2
FAS No. 904 adn No. 905
Deschutes County and Babler Bros., Inc.

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached are two conformed copies of agreements: one with Deschutes County and one with Bable Bros., Inc. covering the elimination of the oiling projects designated as Federal-aid Secondary Highways No. 904 and 905, which are not eligible for participation of federal funds.

A fully executed copy of each agreement has been retained in this office for the Commission's files and a fully executed copy of each agreement has been sent to the Deschutes County Court and one copy to Babler Bros., Inc.

Secretary

rn

Attach: Mr. Lloyd P. Shaw

P.S. A photo copy of Supplemental Contract with Babler Bros., Inc. has been filed in Contract No. 6242.

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
JUN 13 1963
FOR FILING

MONTHLY TRANSACTION NO.	FO. R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. S-347(2)	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 6-10-63	COUNTY Deschutes PROJECT NO. S-486(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jc. US 20 5 Mi. N.W. Sisters East.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-30-62	6.700
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 35,758.00	$ 22,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Dep. State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XXX~~ A. W. Parsons
(Division Engineer)
L. R. Backlund
By: L. R. Backlund, Administrative Manager
Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid Secondary
Project No. S-486(1)

GEORGE McALLISTER ROAD SECTION (UNIT "A") OF

FAS ROUTE 899 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 29, 1963

Type Code 5221
Roadway (Sta. 0+20 to Sta. 353+76) (Contract 6242)

Preparation of Base	6.70 miles	$ 200.00	$ 1,340.00
Hauling and Placing 3/4" - 0 Material in Binder Course	620 cu.yds.	2.10	1,302.00
Hauling and Placing Aggregates	4,030 cu.yds.	2.10	8,463.00
MC-250 Asphalt	95 tons	45.00	4,275.00
200-300 Asphalt	380 tons	42.00	15,960.00
Sprinkling	220 M-gal.	4.00	880.00
			$32,220.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Signing	All Required		87.50
			$ 287.50
	Subtotal		$32,507.50
	10% Engr. & Cont.		3,250.50
	Total		$35,758.00

Length of Roadway . . . . 6.700 Miles
Cost of Roadway per Mile. $5,337.01

Federal Funds	$22,500.00
State Funds	6,629.00
County Funds.	6,629.00
	$35,758.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

TRANSFER OF ADVANCE DEPOSIT

-10-63

Deschutes County
Contract #6242
Deschutes County Roads Oiling

Stevens Road, FAS 904

Item	Quantity	Unit	Unit Price	Amount
Preparation of base	1.0	mile	$ 200.00	$ 200.00
3/4"-0" material in Binder Course	95	cu. yd.	6.00	570.00
Furnish & place aggregates	345	cu. yd.	6.00	2,070.00
MC-250 Asphalt	15	ton	45.00	675.00
200-300 Asphalt	33	ton	42.00	1,386.00
Sprinkling	33	M-gal	4.00	132.00
				$5,033.00
Engineering & contingencies 12½%				629.13
				$5,662.13

Advance Deposit 20% x $5,662.13 = $1132.43

Pettigrew Road (Proposed FAS 905)

Item	Quantity	Unit	Unit Price	Amount
Preparation of Base	1.0	mile	$ 200.00	$ 200.00
3/4"-0" material in Binder Course	95	cu. yd.	6.00	570.00
Furnish & place aggregates	345	cu. yd.	6.00	2,070.00
MC-250 Asphalt	15	ton	45.00	675.00
200-300 Asphalt	33	ton	42.00	1,386.00
Sprinkling	32	M-gal	4.00	128.00
				$5,029.00
Engineering & contingencies 12½%				628.63
				$5,657.63

Advance Deposit 20% x $5,657.63 = $1,131.53

VRJ:eb
(Typed between 5/20 and 6/10/63)

NOTED
Harold C. Ayers

June 7, 1963

NOTED
H. S. COX

NOTED
DON HARWELL

RECEIVED
JUN 10 1963
ENGINEER
COUNTY & CITY DIVISION

Mr. Dean Swift
Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Sir:

This correspondence is relative to Deschutes County's acceptance of this years F.A.S. oiling projects, the Fall River Section and McAllister Road.

The Court and the Roadmaster having inspected these projrcts along with yourself and Mr. R. H. Clark, Resident Engineer, find the work to be of superior quality and well supervised and hereby approve and accept these projects.

Yours truly,

D. L. Penhollow
Deschutes County Judge

cc: Mr. R. H. Clark, Resident Engineer
Mr. H. S. Cox, County & City Relations Engineer
Mr. Willis Groff, Area Inspector

DLP:jk

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 7, 1963

Section Deschutes County Roads

Highway FAS RTES. 793,899,905 & 904 County Deschutes

Contractor Babler Brothers, Inc.

Date of contract March 21, 1963

Date work started May 14, 1963

Project authorization $ 78,035.63

Exclusive of engineering $ 72,486.43

Kind of work Oiling

Section prefix 509-1064

Contract number 6242

Specified work days 70

Work days used 15

Per cent of time elapsed 21.43 %

Estimated cost of completed project, exclusive of engineering $ 59,550.68

Estimated per cent overrun or underrun 18.12 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 5,549.20

Engineering cost to date $ 4,900, 88.3 %

Date project was completed June 5, 1963, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	State Furnished

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Final seal was placed on FAS Route # 793 on Monday; brooming the next two days.

Semifinal estimate was submitted to the division office on Friday.

The project was inspected on Wednesday by the Deschutes County Court, Road master and Division Engineer Dean Swift.

Final Report

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
JUN 10 1963

Signed R.H. Clark R. H. Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	Asphalt PAVING
Miles in project				11.25	
Miles partially completed					
Miles completed				11.25	
Total estimated quantities (contract)				9,360	959
Total quantities corrected to date				8,380	878
Estimated quantities moved or placed to date				83 80	878
Average daily quantities			(12 Days)	698	73
Average daily quantities necessary to complete project on time				Complete	
Number shifts per day				1	
Hours per shift				9	
Average force on project for week				17	

Men	15
Supervision	2
Men and trucks under 3 tons	2
Men and trucks over 3 tons	4
Men and tractors	

Equipment used during week: Shovels Loader, Power graders 2, Rollers 3, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers 1 spreader; 2 Distributers; power broom

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Overcast		Full Day
Tuesday	Cool		Brooming
Wednesday	c Cool		2
Thursday			
Friday			
Saturday			

RECEIVED
JUN 3 - 1963
FOR FILING

May 31, 1963

Oregon State Highway Commission

Gentlemen:

A supplement to an agreement entered into February 27, 1963, by the State and Deschutes County is presented for your consideration. The agreement provided, in part, for the oiling of projects designated as Federal-aid Secondary Highways No. 904 and 905. After that date, it was determined that the contemplated oiling was not eligible for participating funds on the section designated as Federal-aid Highway No. 905, and Deschutes County has decided to oil both projects on a nonparticipating basis.

It is the purpose of this supplement to eliminate all work to be done and payments to be made which concern the sections designated as Federal-aid Secondary Highways 904 and 905. The result will be an estimated project cost of $58,453, instead of $68,515.

The supplemental agreement has been approved by the Deschutes County Court. Your concurrence is recommended.

This matter will be on the agenda for your consideration at the June 10 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
H. S. Cox
C. H. Maison

RECEIVED
JUN 3 - 1963

FOR FILING

May 31, 1963

Oregon State Highway Commission

Gentlemen:

A supplement to Contract No. 6242, which was entered into between the State and Daller Bros., Inc., on March [illegible], 1963, and which provided for oiling four FAS projects in Deschutes County will be presented for your consideration at the June 10 meeting.

Contract No. 6242 included projects designated as FAS No. 904 and No. 905 which, it was determined, were not eligible for participation of federal funds, and Deschutes County has decided to oil both projects on a nonparticipating basis. The supplement to Contract No. 6242 deletes work on the nonparticipating sections, thus reducing the contract amount to $58,453 from the original amount of $68,515.

The supplemental contract has been approved by the contracting agency. Your concurrence is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
F. D. Morgan
H. S. Cox
C. H. Maison

ACS BND 191 4-25-63 4:50 PM

H S COX

RE CONTRACT NO. 62421, DESCHUTES COUNTY OILING, I UNDERSTAND UNITS C AND D, PETTIGREW RD. AND STEVENS RD. ARE TO BE DELETED. IS THIS CORRECT?

NOTED
DON HAR

NOTED
H. S. COX

R H CLARK

PP-:.

RECEIVED
APR 25 1963
ENGINEER
COUNTY & CITY DIVISION

EMXTX CORRECTION ON CONTRACT NO. SHOULD BE 6242.

ATTEND

PP-:.

NOTED
V R

RECEIVED
APR 26 1963
ENGINEER
COUNTY & CITY DIVISION

. BNM

BND ACS 106 4-25-63

R. H. CLARK

NOTED
DON HARWELL

PETTIGROW ROAD AND STEVENS ROAD WILL BE DELETED FROM CONTRACT IF BABLER BROTHERS SIGN AGREEMENT NOW BEING PREPARED BY LEGAL DEPARTMENT.

W. R. JONES

P,.

Deschutes County
Stevens Road (FAS 904)

4/15/63

Contract No. 6242

Babler Bros.

1.0 mile

Item	Quantity	Unit	Unit Price	Amount
Preparation of base	1.0	mile	$200.00	$ 200.00
3/4"-0" material in binder course	95	c.y.	6.00	570.00
Furnish & place aggregates	345	c.y.	6.00	2,070.00
MC-250 asphalt	15	tons	45.00	675.00
200-300 asphalt	33	tons	42.00	1,386.00
Sprinkling	33	M/gal.	4.00	132.00

$5,033.00

Engineering & Contingencies, 12-1/2% 629.13

$5,662.13

Less Previous Advance Deposit
(20% of $5,662.13) -1,132.43

Balance. $4,529.70

VRJ:mm

NOTED
Harold C. Ayers

NOTED
H. S. COX

Salem, Oregon
April 11, 1963

NOTED
DON HARWELL

Pettigrew County Road
Deschutes County

(File F+S [illegible])

Mr. C. W. Maison
OFFICE

Attention: Mr. John Kerr

NOTED
V. R [illegible]

NOTED
R. H. PRANGE

Herewith is Deschutes County's check for $4,500. This will provide the remainder of the entire financing of the Pettigrew County Road which is not a Federal Aid Secondary route and is included in Contract No. 6242, Deschutes County Road Oiling Project.

V. R. Jones
County and City Planning Engineer

VRJ:mm
Att.

cc: L. H. Young
R. N. Chase

Deschutes County
Pettigrew Road (Proposed FAS 905)

March 29, 1963

Contract No. 6242
Babler Bros.
1.0 Mile

Item	Quantity	Unit	Unit Price	Amount
Preparation of base	1.0	mile	$200.00	$ 200.00
3/4"-0" material in binder course	95	c.y.	6.00	570.00
Furnish & place aggregates	345	c.y.	6.00	2,070.00
MC-250 asphalt	15	tons	45.00	675.00
200-300 asphalt	33	tons	42.00	1,386.00
Sprinkling	32	M-gal.	4.00	128.00
				$5,029.00
Engineering & Contingencies, 12-1/2%				628.63
				$5,657.63
Less Previous Advance Deposit (20% of $5,657.63)				- 1,131.53
Required Additional Advance Deposit				$4,526.10

VRJ:mm

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-22-63	CC 803		509-1064-297

NOTED
V. R. JONES

INVOICE NUMBER 78342

Deschutes County
Courthouse
Bend, Oregon
Attention: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit Partial transfer county's advance deposit for the Deschutes County Roads Oiling, FAS Routes 793, 899, 904 & 905. Covered by agreement dated 2/27/63.			15,600.00
			11,600.00
To be retained			4,000.00

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

ACKNOWLEDGMENT OF BILLING REQUE
Cash Received with Request: $
By

NOTED
V. R JONES

A 150 (REVISED 7-60)

RECEIVED
APR 1 6 1963
FOR FILING

47 (3)

6242

March 21, 1963

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on March 14, 1963, accepted your proposal for the Deschutes County Roads Oiling Project on FAS Routes 793, 899, 904 and 905 in Deschutes County for the sum of $68,315.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6242. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTE
J. Mc C.

711.13

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

March 21, 1963

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
V R [illegible]

NOTED
R. H. PRANGE

RECEIVED
MAR 28 1963
ENGINEER
COUNTY & CITY DIVISION

A. W. Parsons, Division Engineer
08-35.3 Salem, Oregon

Oregon Federal Aid Secondary System

Reference is made to Mr. Shaw's February 21, 1963 letter with which he submitted the Supplemental Tabulation No. 151, proposing the extension of FAS Route 793 and the addition of FAS Routes 903, 904 and 905 to the Federal Aid Secondary System. All of these routes lie in Deschutes County.

We have carefully examined this proposal and are in favor of these revisions and additions with the exception of the proposed addition of FAS Route 905 to the FAS System.

We feel that this route would offer service too closely paralleling that furnished by the existing FAS Route 692, located only 0.1 mile to the east to be a logical candidate for inclusion on the FAS System. Perhaps further study in this area at a later date will reveal more compelling reasons for the addition of this route but at the present time we feel we must defer this action.

Therefore, we approve, effective March 21, 1963, the revisions and additions in the Federal Aid Secondary System in Oregon listed below:

Route No.	Action	County
793	Extension	Deschutes
903	Addition	Deschutes
904	Addition	Deschutes

These additions and revisions are approved as described in the attached Supplemental Tabulation No. 151 and as indicated on the maps forwarded with your letter of February 21, 1963.

The statement in your letter of February 21, 1963 is accepted as evidence of compliance with Section 103(c), Title 23, U.S. Code, relative to cooperation with appropriate local road officials.

Attachments

CRB:rd
CC: Region

Supplemental Tabulation No. 151

STATE OF OREGON
FEDERAL-AID SECONDARY SYSTEM

Road Designation		Brief Description of Road and Termini	County	Mileage on State Hwy. System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
793	Approved MAR 21 1963	From FAS 855 south of Crane Prairie Reservoir easterly and northeasterly via Fall River Guard Station to FAP-4 approximately 6.5 miles south of Lava Butte.	Deschutes	—	25.5	25.5
903	Approved MAR 21 1963	From a junction with Cultus Lake Forest Camp road southeasterly to FAS 855 north of Crane Prairie Reservoir.	Deschutes	—	2.5	2.5
904	Approved MAR 21 1963	From FAP-4 south of Bend easterly to FAS 691.	Deschutes	--	3.3	3.3
905	-- Deferred MAR 21 1963	From FAS 904 southeast of Bend northerly to FAS 791 east of Bend.	Deschutes	--	~~1.0~~	~~1.0~~

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MAR 2 2 1963

FORM E-30X—30M—11-61—40231

FOR FILING

S-247 (21)

62412

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1963

SUBJECT: Deschutes County Roads Oiling
FAS Routes 793, 899, 904, & 905

To: Mr. L. H. Young
Office Engineer
Building

A check for $15,600 has been received from Deschutes County. This is the proper amount of the advance deposit and the project is now clear for award.

Verne R. Jones
Verne R. Jones
County & City Planning Engineer

VRJ:mm

cc: Lloyd Shaw ✓

NOTED
LLOYD P. SHAW

RECEIVED
MAR 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

February 21, 1963

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are four copies of Supplemental Tabulation No. 151 describing FAS System action in Deschutes County as follows:

FAS	County Road FAS Mileage
793 Extension	21.5 miles
903	2.5 "
904	3.3 "
905	1.0 "
Total	28.3 miles

Deschutes County has requested the addition of these routes to the county road portion of the FAS System in order to provide programing latitude with FAS funds and to more fully integrate the Federal Aid System in that county. The County is presently undergoing a rapid growth in recreational development in the Cascade Lakes area and suburban development in the Bend area.

FAS 793 extension (Fall River Road), by connecting FAP-4 (The Dalles-California Highway) to FAS 855 (Cascade Lakes Highway), will provide the only improved east-west route serving the Cascade Lakes area in the southwestern part of Deschutes County. In keeping with its desire to provide higher types of recreational routes, the county has requested the addition to the system of FAS 903 (Cultus Lake Road) which serves as the only connecting route between the Cascade Lakes Highway and the highly developed recreational facilities around Cultus Lake. Proposed FAS 904 (Reed Market Road and Stevens Road) and FAS 905 (Pettigrew Road) are routes which are serving areas of increasing suburban development. It is the county's intent to follow its standard practice to grade and base these routes with county forces and to construct an oil mat wearing surface on them under FAS-C contracts.

This system action has the concurrence of the County Court of Deschutes County, and if S.T. No. 131 is approved by the Bureau of Public Roads, it will add 28.3 miles to the county road portion of the FAS System and to the total system mileage.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

RHP:mm
Att.

cc: L. H. Young
H. S. Cox

February 22, 1963

PROPOSED FAS SYSTEM ACTION

DESCHUTES COUNTY

FAS 793 Extension, Fall River Road, 21.5 mi. The extension of FAS 793 will be the only improved county road connecting FAP-4 (The Dalles-California Highway) to FAS 855 (Cascade Lakes Highway) in the central part of the Cascade Lakes area. A portion of this road serves as a school bus and mail route and the entire route carries a large volume of recreational traffic together with intermittent log hauling. It also provides service to the Fall River Fish Hatchery, The Fall River Guard Station, a resort area, and several forest camps. 1960 ADT-50

FAS 903, Cultus Lake Road, 2.5 mi. This proposed FAS route connects FAS 855 (Cascade Lakes Highway) to the rapidly developing Cultus Lake recreational area. The proposed reconstruction of this route to an oiled surface with FAS funds will provide a safe, high-standard road to serve the increasing amount of recreational traffic. 1960 ADT-20

FAS 904, Reed Market Road and Stevens Road, 3.3 mi. The addition of proposed FAS 904 to the system will provide an integrating FAS route into and through the suburban area southeast of Bend. It serves as one of the main east-west arterials for suburban traffic traveling in that area and also provides school bus and mail service. 1960 ADT-70.

FAS 905, Pettigrew Road, 1.0 mi. Proposed FAS 905 acts as an important connecting route between two existing FAS routes in an area of steady residential growth southeast of Bend. It is used as a school bus and mail route. Estimated ADT-50

RELATION OF FAS MILEAGE TO TOTAL

COUNTY ROAD MILEAGE

County	Total County Road Mileage	Existing FAS Mileage	% of Total County Road Mileage	Revised FAS Mileage	Revised % of Total County Road Mileage
Deschutes	792.6	303.5	38.3	331.8	41.9

Supplemental Tabulation No. 151

STATE OF OREGON
FEDERAL-AID SECONDARY SYSTEM

Road Designation		Brief Description of Road and Termini	County	Mileage on State Hwy. System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
793	--	From FAS 855 south of Crane Prairie Reservoir easterly and northeasterly via Fall River Guard Station to FAP-4 approximately 6.5 miles south of Lava Butte.	Deschutes	--	25.5	25.5
903	--	From a junction with Cultus Lake Forest Camp road southeasterly to FAS 855 north of Crane Prairie Reservoir.	Deschutes	--	2.5	2.5
904	--	From FAP-4 south of Bend easterly to FAS 691.	Deschutes	--	3.3	3.3
905	--	From FAS 904 southeast of Bend northerly to FAS 791 east of Bend.	Deschutes	--	1.0	1.0

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MAR 4 - 1963

FOR FILING
S-347(5)

6242

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

9

Salem, Oregon
February 28, 1963

Deschutes County Roads Oiling
FAS Routes 793, 899, 904 & 905
Deschutes County.

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Verne R. Jones
Planning Engineer

Attached is a conformed copy of a cooperative construction agreement covering the above-named project.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Deschutes County.

Secretary

rr
Attach: 1

cc - Mr. Lloyd P. Shaw

NOTED
H. S. COX

NOTED
DON HARWELL

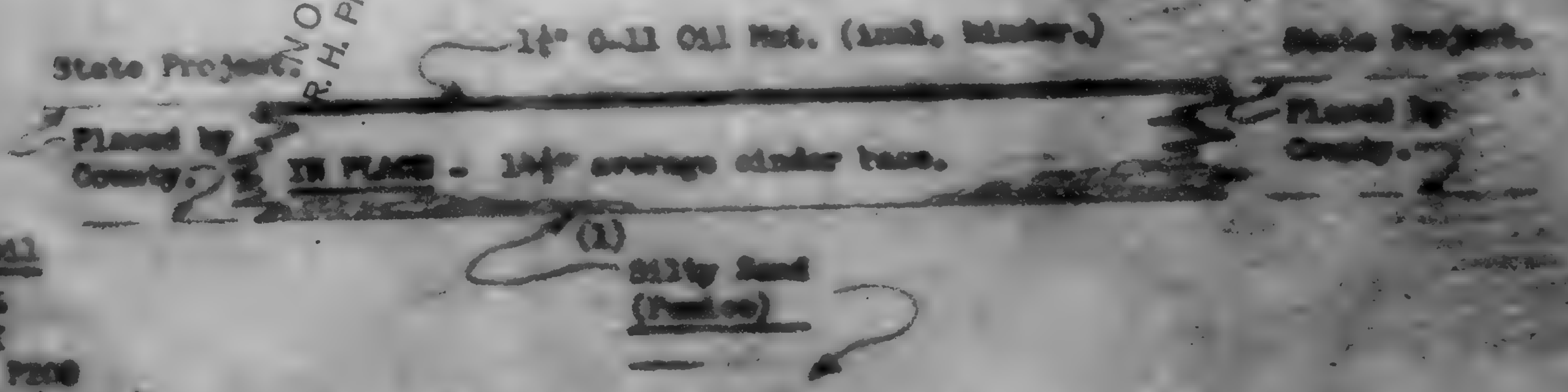
NOTED
R. H. PRANGE

[illegible] Route F.A.S. ~~[illegible]~~ 793 County [illegible] Date 2-11-63

Sec. Engr. [illegible] Length of Project [illegible] Mi. to Sta. [illegible]

Frost Penetration - [illegible]

TYPICAL SECTIONS Traffic Classif. - LIGHT



(1)

Typical Soil

33 LL
0 PI
21 % P200
([illegible] Red.)
3 % Gravel
30 % Coarse Sand
46 % Fine Sand
18 % Silt
3 % Clay
AASHO CLASSIF. - A-2-4 (0)
[illegible] "R" Value

Note:
The surfacing thickness has been increased to equal ½ the depth of reported frost penetration, as the soil that will be in the upper portion of the subgrade is frost susceptible.

Required Base & Wear. Crushed	Required Base & Wear. Not Crushed	Designed Base & Wear. Exist. Surf. Alloc.	Designed Base & Wear. New Work	
			1½	[illegible]
		[illegible]	2	[illegible]
	12		[illegible]	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Tests of IN PLACE Base	620090	2.75	Cinders	¾"	39.1	[illegible]	[illegible]	- - -	25	0	
	620089	2.69	"	¾"	39.5	23.0	40.8	- - -	25	0	
	620088	2.69	"	¾"	40.1	22.5	39.8	- - -	26	0	
	620087	2.60		¾"	38.4	23.3	40.3	- - -	26	0	

B.P.R.
cc [illegible] State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
[illegible] Engineer [illegible]
Chief Locating Engineer
Rural Engineer
County [illegible] (2)

Submitted by [illegible]
[illegible]

Recommended by
[illegible] Construction Engineer

Recommended by O.A. White
Asst. [illegible]

Approved by [illegible]
Asst. [illegible] State Highway Engineer

PAVEMENT TYPE SELECTION

FALL RIVER R
F.A.S. 79
DESCHUTES

Principal Factors Governing Selection

1. Traffic Classification: LIGHT Present ADT 80 1980 ADT 160 % Hea Vehicles
   (NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 30"± Annual Rainfall 12"±

4. Performance of Similar Pavements in Area: Good X Fair ____ Poo
   Remarks: ____

5. Cost Comparisons: Not appropriate due to other factors.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: County F.A.S. are Oil Mats.

7. Stage Construction: No problem.

8. Depressed, Surface, or Elevated Design: Surface.

9. Conservation of Aggregates: No problem.

10. Stimulation of Competition: Not appropriate.

11. Construction Consideration: No problem.

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County preference.

13. Traffic Safety: Not a factor.

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem.

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, an 0-11 oil mat wearing surface has been sele

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FEB 25 1963
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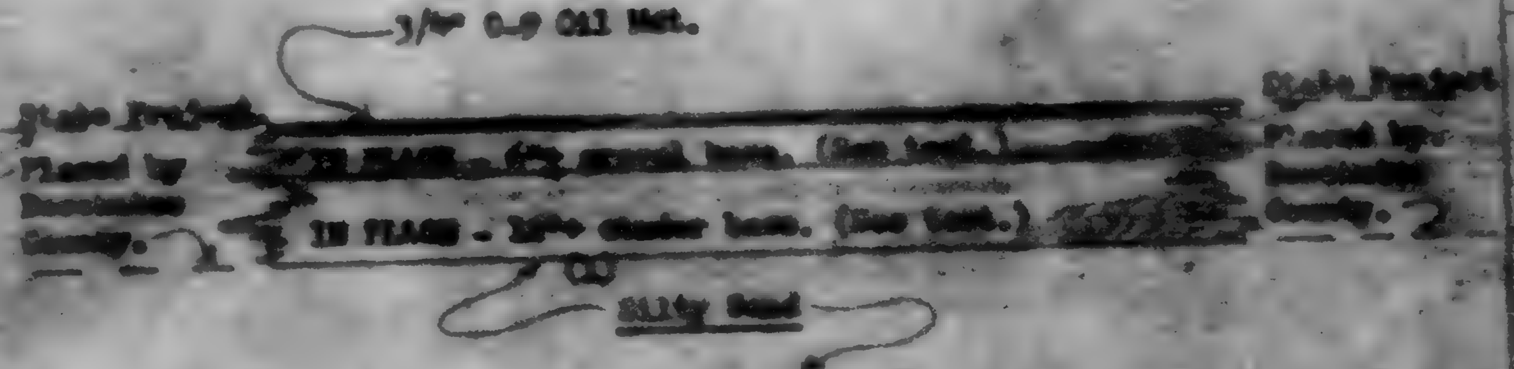
Section [illegible] ROAD   Highway F.A.S. 905   County DESCHUTES

Length of Project 1.0 Miles   Sta. ______ to Sta. ______

Res. Engr. ______

TYPICAL SECTIONS Traffic Classif. - Light

Frost Penetration - 28"-32"


3/4" 0-9 Oil Mat.
State Project
Placed by Deschutes County.
IN PLACE - 6½ gravel base. (See test.)
18 IN PLACE - 12½ cinder base. (See test.)
(1)
Silty Sand
State Project
Placed by Deschutes County.

(1)

Typical Soil

21	LL
0	PI
37	% P200 (20% Red.)
2	% Gravel
11	% Coarse Sand
30	% Fine Sand
31	% Silt
5	% Clay
60	"R" Value (Corrected.)

AASHO CLASSIF. - A-4 (1)

Notes:
Total surfacing thickness is equal to or exceeds ½ the depth of frost penetration.
This Project has been certified by the Division.

Required		Designed	
Crushed	Non Crushed	Uncr. Surf. Aggr.	Bit. Mat.
		20	3/4
	11½		12.5

NOTED
LLOYD P. SHAW

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for Sec.
Test of existing gravel base.	631699	2.69	Gravel	3/4	76.2	26.8	- - -	- - -	22	0	22.5- 1.5
Test of existing cinder base.	631696	2.75	Cinders	- - -	- - -	- - -	34.5	- - -	- - -	- - -	23.5- 0.3

Submitted by F. W. Yarbrough
Staff Assistant

Recommended by G. L. Becker
Asst. Construction Engineer

Recommended by G. W. [illegible]
Engineer of Materials

Approved by Lloyd P. Shaw
Deputy State Highway Engineer

B.P.R.
cc State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Public Employees Division
Chief Locating Engineer
Rural Engineer

Deschutes Cty (2)

PAVEMENT TYPE SELECTION

PETTIGREW ROA
FAS 905
DESCHUTES [illegible]

Principal Factors Governing Selection

Present 1980 % H[illegible]

1. Traffic Classification: LIGHT ADT 50 ADT 80 Vehicle[illegible]
   (NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 28"-30" Annual Rainfall 12"±

4. Performance of Similar Pavements in Area: Good X Fair ____ P[illegible]
   Remarks: ____

5. Cost Comparisons: Not appropriate due to other factors.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: County FAS are Oil Mats.

7. Stage Construction: No problem.

8. Depressed, Surface, or Elevated Design: Surface.

9. Conservation of Aggregates: No problem.

10. Stimulation of Competition: Not appropriate.

11. Construction Consideration: No problem.

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County preference.

13. Traffic Safety: Not a factor.

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem.

CONCLUSION AND REMARKS:

Due to items 5, and 12, an [illegible] oil mat wearing surface has been selected.

STATE HIGHWAY ENGINEER
OFFICE OF
FEB 1 [illegible] 1963
RECEIVED

74

RECEIVED
FEB 13 1963
FOR FILING

2-341(2)
6242
2-5-63

Section STEVENS ROAD Highway F.A.S. 904 County DESCHUTES

Res. Engr. ______ Length of Project 1 Miles. Sta. ______ to Sta. ______

Date 2-5-63

Frost Penetration -"28-30" TYPICAL SECTIONS Traffic Classif. - LIGHT

3/4" 0-8 Oil Mat.

(1)

Typical Soil

21	LL
0	PI
37	% P200
	(200 Sed.)
2	% Gravel
11	% Coarse Sand
51	% Fine Sand
31	% Silt
5	% Clay
60	"R" Value
	(Corrected)

State Project
Placed by
Deschutes Co.

IN PLACE - 6" min. gravel base. (See Note)
IN PLACE - 8½" min. cinder base. (See Note)

State Project
Placed by
Deschutes County.

(1)
Silty Sand

NOTE:
Total Surfacing Thickness increased to equal ½ the depth of frost penetration.
The Project has been certified by the Division.

AASHO CLASSIF. - A-4 (1)

		1¼"	1½"	Base
	11½"			3/4 0-8

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	Gra. to be used - Rem.
Test of IN PLACE gravel base.	611647	2.69	Gravel	3/4	77.0	19.7	- - -	- - -	21	0	
Test of IN PLACE cinder base.	611648	2.75	Cinders	- -	- -	- -	33.6	- -	23	0	P20-25.5% Rem.-0.3

B.P.R.
State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Chief Locating Eng.

Submitted by W. W. Gasberg
Asst. Assistant

Recommended by
Construction Engineer

Recommended by G. W.
Engineer of Materials

NOTED
LLOYD P. SHAW
Deputy State Highway Engineer

PAVEMENT TYPE SELECTION

STEVENS ROAD
F.A.S. 904
DESCHUTES COUNTY

...ncipal Factors Governing Selection

...affic Classification: LIGHT Present ADT 150 1983 ADT 160 % Heavy Vehicles 10
(NOTE: Increase classification one step for heavy logging use).

...s Characteristics: See design chart attached

...ather: Frost Penetration 20" - 30" Annual Rainfall 12"

...mance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____

...mparisons: Not appropriate due to other factors.

...dary Factors Governing Selection

...ent Existing Pavements: County F.A.S. in area are oil mats.

...ge Construction: Not appropriate.

...ressed, Surface, or Elevated Design: Surface.

...rvation of Aggregates: No problem.

...tion of Competition: Not appropriate.

...n Consideration: No problem.

...al Preference, Participating Local Government Preference, and
...n of Local Industry: Deschutes County Preference.

...e Safety: Not a factor.

...ty of an Adaptation of Local Materials or of Local Commercially
...d Paving Mixes: Not a problem.

...ION AND REMARKS:

...e to items 4, 6, 12, an oil mat wearing surface has been selected.

NOTED
Harold C. Ayers

MEMO TO J. W. NASH   Date: 1/7/63

FAS 793, DESCHUTES COUNTY   **FALL RIVER RESORT-DESCHUTES RIVER SECTION**

TERMINI: From the Deschutes River ten miles north of Lapine westerly to a point near the Fall River Fish Hatchery.

NOTED
H. S. COX

PROPOSED WORK: Construct an O-11 oil mat wearing surface 22' wide.

NOTED
DON HARWELL

PROJECT LENGTH: 5.0 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$36,000	$21,600	$7,200	$7,200	(County)

EXISTING FACILITIES: This section has been graded and base surfacing placed by Deschutes County. The surfacing was constructed to highway department design and standards and will be certified prior to contracting the oiling.

NOTED
[illegible]

NOTED
V. R. JONES

ADJACENT SECTIONS:
~~NORTH~~/EAST END: 20' O-9, 3' shoulders.

~~SOUTH~~/WEST END: 12' natural surface on 12' roadway.

PROJECT DATA: Construct a 22' O-11 oil mat which will provide two 11' travel lanes and 4' shoulders. The county will provide oiling aggregates in stockpile and will complete the shoulder construction after oiling. The county and U.S. Forest Service are cooperating in the reconstruction of this route from FAP 4 westerly to the Cascade Lakes Highway. The proposed construction will include an oiled surface. Alignment and grades will be built to proper standards.

RIGHT OF WAY: 50' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: This route will carry heavy recreational traffic and considerable log hauling. It will connect the The Dalles-California Highway with the Cascade Lakes Forest Highway just south of the Crane Prairie Reservoir.

VRJ:mm

MEMO TO J. W. NASH Date: 1/7/63

NOTED
Harold C. Ayers

FAS 904, DESCHUTES COUNTY **STEVENS ROAD SECTION**

TERMINI: From FAS 692 approximately 1.5 miles southwest of Bend easterly 1.0 mile to FAS 691.

NOTED
H. S. COX

PROPOSED WORK: Construct a 20' 0-9 oil mat wearing surface.

NOTED
DON HARWELL

PROJECT LENGTH: 1.0 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$8,000	$4,800	$1,200	$1,200	(County)

EXISTING FACILITIES: A roadway 26' in width with surfacing 12" in depth constructed to proper highway department standards by Deschutes County. Alignment is all tangent except for a minor curve near the westerly end. Grades are less than 1%.

NOTED
R. H. PRANCE

ADJACENT SECTIONS:
[redacted]/EAST END: FAS 691.

[redacted]/WEST END: FAS 692

PROJECT DATA: Construct a 20' 0-9 oil mat wearing surface with 3' shoulders which will be completed by county after oiling. This section has been regraded and surfaced by county forces. Inspection and certification of the base has been done.

RIGHT OF WAY: [redacted] 50' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: None.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: This is an extension of the Reed Market Road and serves irrigated farmlands. Crops are grain, hay, and potatoes. This is a school bus and mail route.

VRJ:mm

NOTED
Harold C. Ayers

MEMO TO J. W. NASH   Date: 1/7/63

FAS 905, DESCHUTES COUNTY   PETTIGREW ROAD SECTION

NOTED
H. S. COX

TERMINI: From the Bear Creek Road, FAS 791, southerly to the Reed Market Road, FAS 904, 0.7 mile east of easterly city limits of Bend.

PROPOSED WORK: Construct 20' 0-9 oil mat wearing surface.

NOTED
DON HARWELL

PROJECT LENGTH: 1.0 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$8,000	$4,800	$1,600	$1,600	(County)

EXISTING FACILITIES: A roadway with surfacing 12" in depth and 26' wide constructed to proper highway standards by Deschutes County. Alignment is all tangent and there is a minimum of grade variation.

ADJACENT SECTIONS:
NORTH/[redacted]END: FAS 691.

NOTED
R JONES

SOUTH/[redacted]END: FAS 904.

PROJECT DATA: Construct an 0-9 wearing surface 20' wide with 3' shoulders. County will complete shoulder construction after oiling. The county re-graded a .3 mile section and the remainder is new alignment. Inspection and certification of the base surfacing has been done.

RIGHT OF WAY:	50' minimum.
ACCESS CONTROL:	None.
RR XING:	None.
MINIMUM DESIGN STANDARDS:	[redacted] No exceptions.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATIONS:	None.

ROUTE DATA: This is a suburban type road and serves several small acreages and suburban residences. School bus and mail route.

VRJ:[illegible]

NOTED
H. S. COX

Salem, Oregon
November 8, 1962

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
V. R. [illegible]

Mr. Dean Swift, Division Engineer
Oregon State Highway Department
P. O. Box 1249
Bend, Oregon

Regarding the letter of November 5, 1962, from Mr. G. L. Decker pertaining to the use of cinder as oiling aggregate, it is the desire of this office that you prepare a cinder specification.

As cinder has been used in Deschutes County for a good many years a great number of tests will be available in your files from which to gather needed information. Needless to say, this specification should be strict enough to eliminate the poor quality cinder. Two items that need elimination or revamping quickly come to mind - namely, Oregon air degradation test which should specifically be barred, and the abrasion test that should be revamped to accommodate cinders.

As the Deschutes County Roads oiling program for 1963 will include the Fall River Hatchery Road, FAS 793, as well as FAS Routes 904, 905, and 899, the cinder specification should be incorporated into this oiling contract.

H. S. Cox
County and City Relations Engineer

HSC:mm

cc: F. D. Morgan
F. W. Yarbrough
G. W. Harra
V.G. O'Neil

FORM E-90 90M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1962

NOTED
DON HARWELL

SUBJECT: Deschutes County Roads Oiling

To:

Mr. H. S. Cox
County and City Relations Engineer
BUILDING

RECEIVED
NOV 7 1962
ENGINEER
COUNTY & CITY RELATIONS

Your letter of October 19, 1962 petitioned for use of cinder aggregates in lieu of rock on the Fall River Hatchery Road (FAS 793) in Deschutes County.

In this general area the service record for roads of this class surfaced with cinder aggregates is very good. For this reason and the near complete absence of quality rock, permission is granted to use cinder aggregates in this instance.

Precautions should be taken to assure the use of quality cinders. In this respect, it is believed a "cinder specification" should be written, using test reports from known acceptable sources, as a guide.

It is understood that the Bureau of Public Roads has agreed to this proposed use of cinder aggregates.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:fp

cc G. W. Harra
Dean Swift
F. W. Yarbrough

10-18-62

DESCHUTES COUNTY
PROPOSED PROJECTS (1963 Funds)

✓ FAS 793, Fall River Road: Fall River Resort-Deschutes River Section, 5.0 miles, $35,000.

An O-11 oil mat 22' wide will be placed on this section. The County has placed the base rock and will provide the aggregates for the oil mat.

FAS 905, Pettigrew Road: 1.0 mile, $8,000.

Place a 20' O-9 oil mat on this section which the County has graded and surfaced.

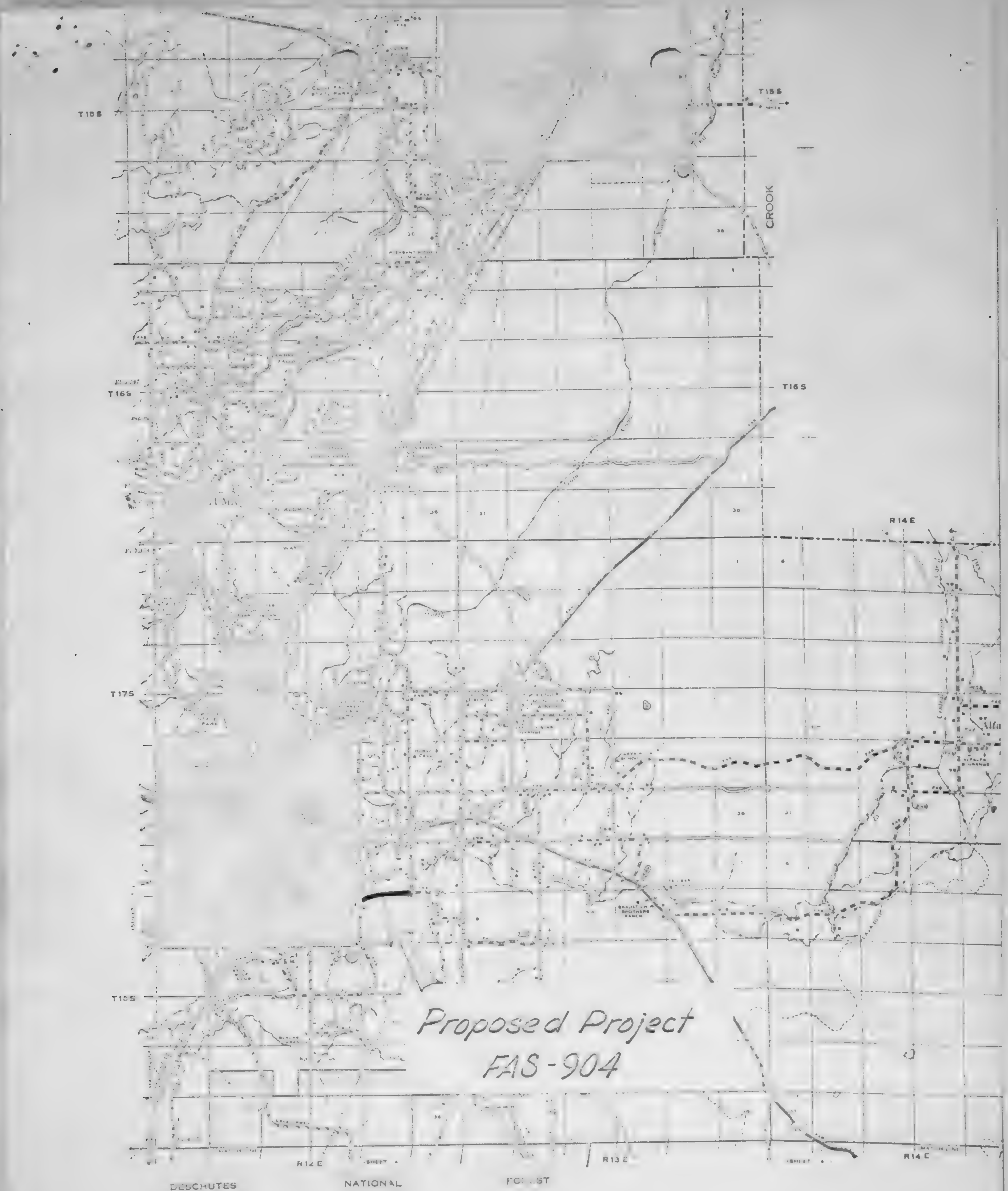
FAS 904, Stevens Road: 1.0 mile, $8,000.

Place a 20' O-9 oil mat on this section which the County has graded and surfaced.

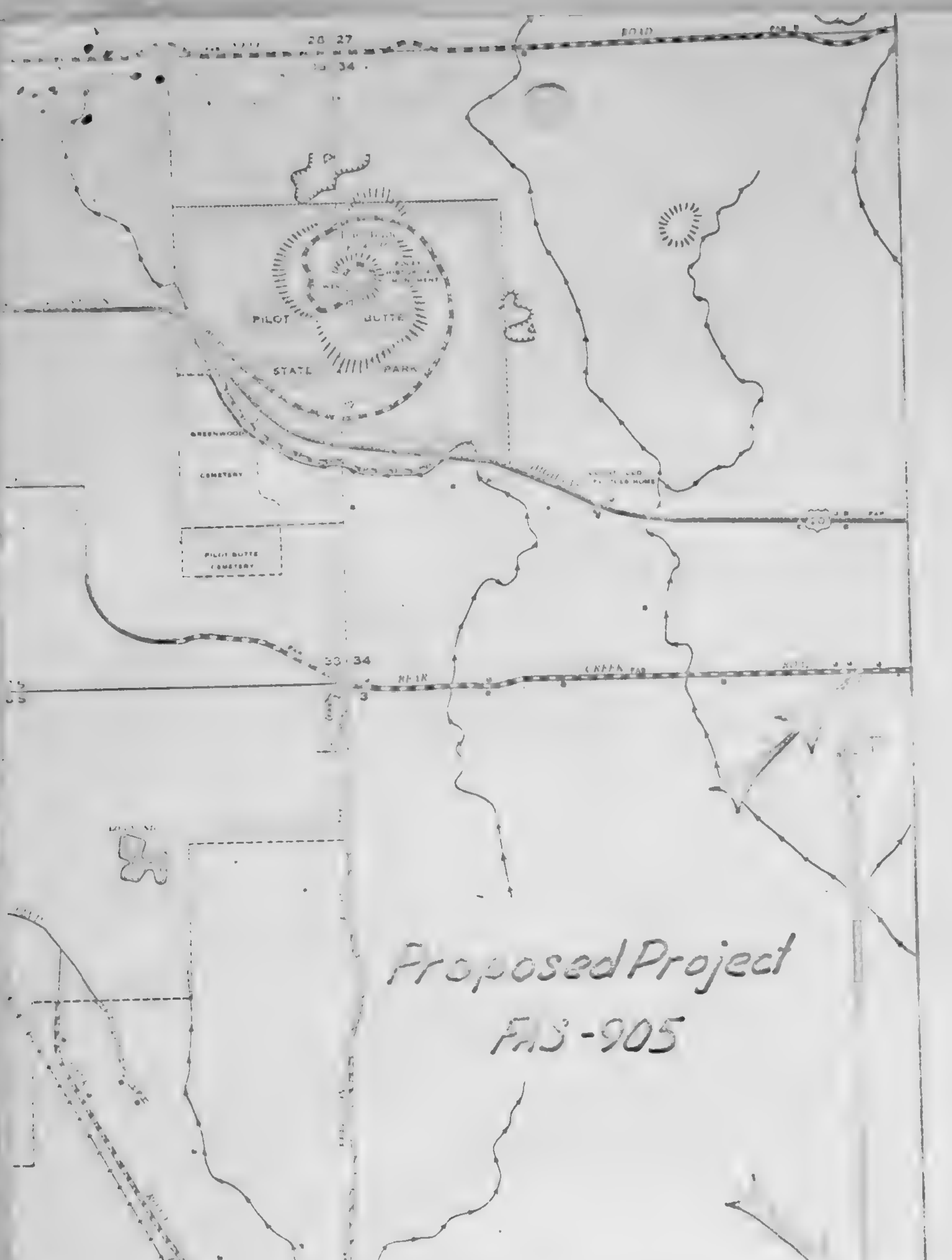
Approved
12/20/62

62-h
10/18/62

R10E
R11E
Lava
Station
T19S
NATIONAL
T20S
793
FOREST
T21S
T22S
N



Proposed Project
FAS-904



Proposed Project
FAS-905

BEND AND VICINITY
DESCHUTES COUNTY OREGON

SEC. 19 20 21 22 27 28
29 30 31 32 33 34 T17S R12E
SEC. 3 4 5 6 7 8 9 10 T18S R12E

RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIRFIELD—AIRPORT
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (†) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT—HEATING PLANT—PUMP HOUSE
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK—OIL TANK—GAS TANK
DISPOSAL D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT — QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB, SP-STATE MP-MUNICIPAL WP-WAYSIDE RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION

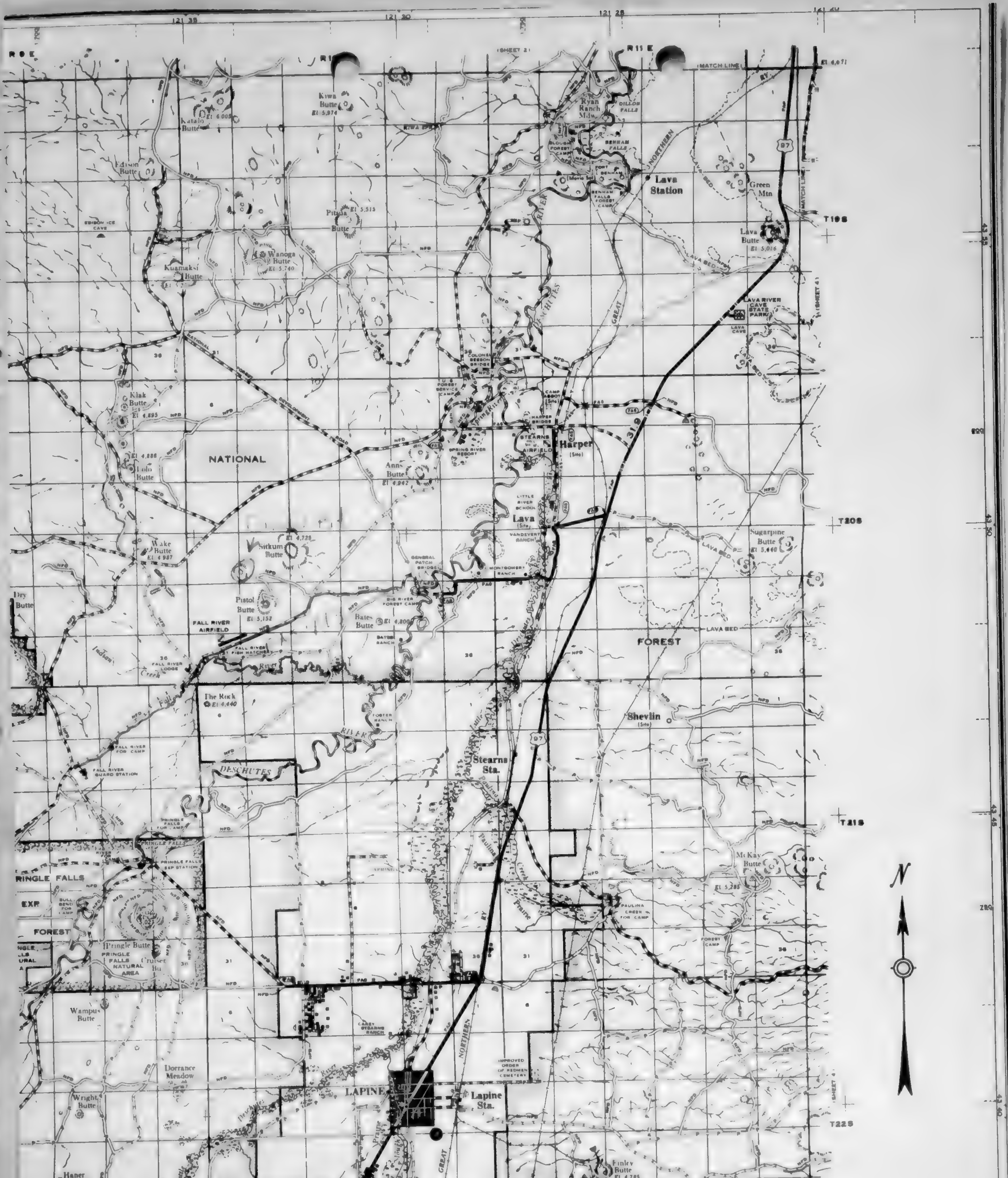
ROADSIDE CULTURE AS OF 1959

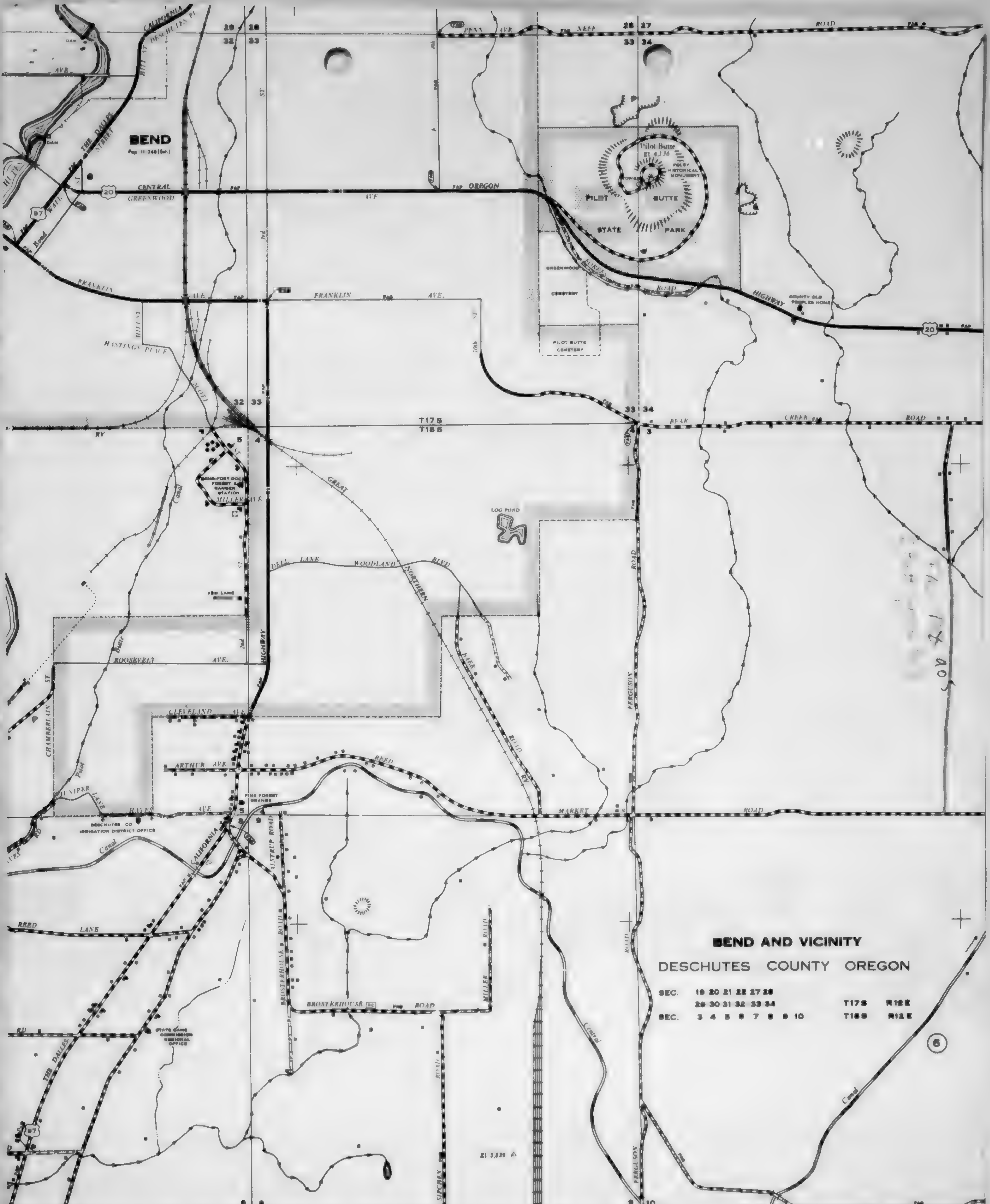
This Map has been Prepared by Standard Stereo-Photogrammetric Methods

KEY TO ENLARGEMENTS

GENERAL HIGHWAY MAP
DESCHUTES COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY
SCALE
0 0.1 0.2 0.3 0.4 0.5
1960
Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon South Zone in Thousands of Feet
SUPPLEMENTAL SHEET 2C OF 9 MAP SHEETS AND 3 SUPPLEMENTAL SHEETS
SHEET 2C

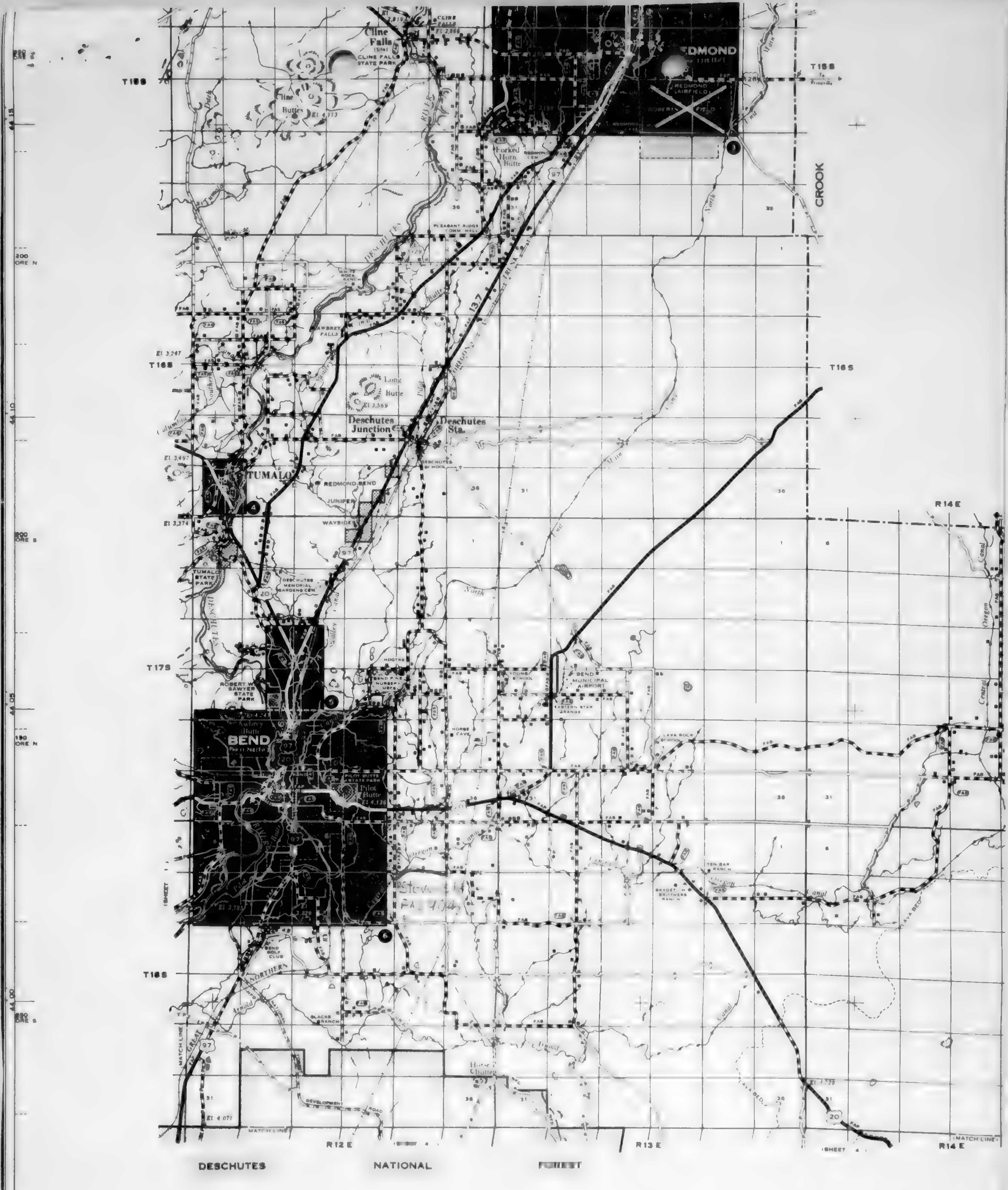

121 35
121 30
121 25
121 20
(SHEET 2)
R11 E
MATCH LINE
Kiwa Butte El 5,974
Katalo Butte El 6,008
Ryan Ranch Mdw
Dillon Falls
Benham Falls
Slough Forest Camp
Fort Benham
Benham Falls Forest Camp
Lava Station
Green Mtn
Edison Butte
Edison Ice Cave
Pitsua Butte El 5,515
Wanoga Butte El 5,740
Kuamaksi Butte
Lava Butte El 5,016
T19S
Deschutes River
Great Northern Ry
Lava River Cave State Park
Lava Cave
Lava Bed
National
Klak Butte El 4,895
Lolo Butte El 4,888
Colonel Besson Bridge
U S Forest Service Camp
Spring River
Camp Abbot (Site)
Harper Bridge
Stearns Airfield
Harper (Site)
Spring River Resort
Ann Butte El 4,942
97
31
Little River School
Lava (Site)
Vandevert Ranch
Sugarpine Butte El 5,440
T20S
Wake Butte El 4,987
Sitkum Butte El 4,728
General Patch Bridge
Montgomery Ranch
Big River Forest Camp
Pistol Butte El 5,152
Bates Butte El 4,800
Bates Ranch
Fall River Airfield
Fall River Fish Hatchery
Fall River Lodge
Indian Creek
Dry Butte
Forest
Lava Bed
The Rock El 4,440
Foster Ranch
Shevlin (Site)
Fall River Forest Camp
Fall River Guard Station
Deschutes
River
Stearns Sta.
Pringle Falls Forest Camp
Pringle Falls Exp Station
T21S
Pringle Falls Exp. Forest
Bull Bend Forest Camp
Pringle Butte
Pringle Falls Natural Area
Cruiser Bu
McKay Butte El 5,282
Paulina Creek
Paulina Prairie
Paulina Creek Forest Camp
Forest Camp
Wampus Butte
Carey Stearns Ranch
Dorrance Meadow
Improved Order of Redmen Cemetery
Lapine
Lapine Sta.
Wright Butte
T22S
Finley Butte El 4,785
Haner Butte El 3,038
Lapine Airfield
Springer Ranch
Gilbertson Ranch
Forest
Masten Butte El 4,881
(SHEET 41)
N
43 55
43 50
43 45
43 40



BEND AND VICINITY

DESCHUTES COUNTY OREGON

SEC. 19 20 21 22 27 28
29 30 31 32 33 34 T17S R12E
SEC. 3 4 5 6 7 8 9 10 T18S R12E



Cline Falls
CLINE FALLS STATE PARK
Cline Buttes
El 4,113
REDMOND
REDMOND AIRFIELD
ROBERTS FIELD
T15S
Forked Horn Butte
PLEASANT RIDGE COMM HALL
97
CROOK
AWBREY FALLS
T16S
Long Butte
El 3,569
Deschutes Junction
Deschutes Sta.
El 3,497
TUMALO
REDMOND BEND JUNIPER WAYSIDE
El 3,374
TUMALO STATE PARK
DESCHUTES MEMORIAL GARDENS CEM
20
R14E
T17S
ROBERT W. SAWYER STATE PARK
BEND MUNICIPAL AIRPORT
EASTERN STAR GRANGE
LAVA ROCK SCHOOL
HORSE CAVE
BEND
Awbrey Butte
PILOT BUTTE STATE PARK
Pilot Butte
El 4,136
TEN BAR RANCH
BRADETICH BROTHERS RANCH
Steve 14
FA 40
6
T18S
BEND GOLF CLUB
GREAT NORTHERN
Arnold
BLACKS RANCH
Horse Butte
DEVELOPMENT ROAD
MATCH LINE
El 4,071
LAVA BED
Central Oregon Canal
R12E
R13E
R14E
SHEET 4
DESCHUTES NATIONAL FOREST
121 20
121 15
121 10
121 05
44 15
44 10
44 05
44 00

NOTED
Harold C. Ayres

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HARWELL

MEMO TO J. W. NASH
12/11/61

FAS 899, DESCHUTES COUNTY

TERMINI: From junction with FAP 37 5.0 miles northwest of Sisters to FAS 655 2.5 miles north of Sisters. George McAllister Road Section.

PROPOSED WORK: Construct 2-lane 0-11 oil mat 20' wide.

PROJECT LENGTH: 6.7 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$42,000	$25,200	$8,400	$8,400	(County)

EXISTING FACILITIES: 26' base and wearing surface under construction by County to State Highway Department standards. No substandard grade or alignment. The base surfacing will be 12" and leveling course 2" in depth as shown on the base design provided by the Soils Division.

ADJACENT SECTIONS:
WEST END: FAP ~~21~~37
EAST END: FAS 655. 20' oil surface, 4' shoulders.

PROJECT DATA: Construct a 20' wide 0-11 oil wearing surface on grade and base constructed by County to Highway Department standards. County will place 3' shoulders without Federal participation. State Hwy. Dept. will inspect materials and construction.

ROW:	40' minimum.
ACCESS CONTROL:	None.
MINIMUM DESIGN STANDARDS:	No exceptions.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
RR XING:	None.
UNUSUAL OR COMPLICATED SITUATIONS:	None.

ROUTE DATA: Serves timbered area and several large cattle ranches. Has considerable recreational usage. Log hauling, school bus, and mail route.

N
JOHN

VRJ:mm

11-6-61

DFSCHUTES COUNTY
PROPOSED PROJECTS (Fiscal Year 1963 Funds)

✓ FAS 899: George H. McAllister Road; Indian Ford-Camp Polk Section; 6.7 miles; $42,000. Contract 6242, Proj S-486(1)

A 20' O-11 oil mat will be placed on this road over its entire length. The County will grade, place base surfacing and leveling course.

FAS 691: Hamby Road; Butler Market Road-Central Oregon Highway Section; 2.6 miles; $16,000. Contract 6087, Proj S-370(3)

A 20' O-9 oil mat will be placed on this section. The County will grade and place base surfacing and a leveling course.

The County expects to have its work completed and ready for contracting on both FAS routes by May 31, 1962.

Hwy. Comm. approved 12/8/61

61-g
11/6/61

11-1-61

COUNTY ROAD FAS PROJECT DATA

NOTED
H. S. COX

1. Name of County Deschutes FAS No. 899
2. County Road Name McAllister Geo. H.
3. Section Name Indian Ford, Camp Polk Length 6.7
4. Type of Project Oiling ([illegible] Job 61-9)
5. Survey to be done by: State None Needed County ____
   (NOTE: If project is canceled, County must pay for survey.)

PROJECT DATA -

6. Has base design been given to County? Yes None Needed No ____
   Will it be furnished? Yes ____ No ✓
7. Wearing Surface: Type O-11 Width 20 Shoulders 3
8. Grading & Drainage:
   By County ✓ County Date of Completion May 31, 1962 By Contract ____
9. Bottom Base Course:
   By County ✓ County Date of Completion May 31, 1962 By Contract ____
10. Leveling Course:
    By County ✓ County Date of Completion May 31, 1962 By Contract ____
11. Wearing Surface:
    By County ____ County Date of Completion ____ By Contract ✓
12. Clearing:
    By County ✓ County Date of Completion May 31, 1962 By Contract ____
13. Is there any merchantable timber on right-of-way? Yes ✓ No ____
14. Will timber be reserved for owner? Yes ____ No ✓
15. Will timber become property of contractor? Yes ____ No ✓
    Remarks Timber reserved for Forest Service

MATERIAL SOURCE -

16. Gravel ✓ Quarry ____ Cinders ____
17. Owner: County ____ State ____ Private USFS
18. Location: ____ Section 9 Township 15S Range 10E W.M.

19. Materials furnished by County: Borrow____ Select Topping____

Base Course____ Level Course____ Mineral Aggregates ✓

20. Miscellaneous Items: ____________________

Remarks: Aggregate being produced and State tested under Contract #5852 Contractor Saxton & Stevenson Contract Item will be Hauling & Placing Min. Agg

FINANCIAL- -

21. Estimated Cost: $ 40,000.00

22. Available FAS Funds: $ 67,000.00 (1962 Contract year)

23. Date Match Money is Available: June 1962

24. Will there be any 100% County Money? Yes____ No ✓

25. Maximum Amount of 100% County Money Available: $ None

26. Date County Requests Letting: May 1962

Remarks____________________

RIGHT-OF-WAY- -

27. Is any additional right-of-way needed? Yes____ No ✓

28. Will right-of-way be acquired by: Resolution -- or Deed --

29. Should State prepare options? Yes____ No ✓

30. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No ✓

31. Should material source site be included in right-of-way descriptions? Yes____ No ✓

32. Does project run inside city? Yes____ No ✓
(NOTE: If right-of-way is procured in community with post office or in a city, an opportunity for hearing must be afforded. Projects may only extend into cities with less than 5000 population.)

33. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes____ No ✓
(NOTE: County must move all utilities located on present right-of-way.)

Remarks____________________

RAILROADS- - - - None -

34. Location: ____________________

35. Name of Railroad: ____________________

36. Number of tracks: __________

37. Sight distance: __________(Left) __________(Right)

38. Number of trains ____________________

39. Angle of intersection ____________________

40. Type of crossing: Grade_____ Overcrossing_____ Undercrossing_____

41. Number of signs: Advance Warning_____ Crossbucks_____ Stop_____

Automatic Flashing_____ Automatic Bell_____ Gates_____

Remarks ____________________

STRUCTURES- -

42. Are there any structures to be replaced or altered? Yes_____ No ✓

43. Will replacement by by: County - - Contract - -
(NOTE: If by contract, fill out bridge questionnaire form.)

44. Will County adjust structure to new grade? Yes - No -

45. Will County adjust structure to additional width? Yes - No -

46. Will adjusted width be standard? Yes - No -
(NOTE: Standard width of structure is 4 feet wider than wearing surface width. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

Remarks ____________________

____

47. Is project contingent upon other factors? Yes_____ No ✓

48. Such as: (a) Construction (Cooperative project by County, tie-in with outside projects)

Explain: County will Complete grading & Surfacing by May 31, 1962.

49. (b) Timing (Cooperative project by County, finance, irrigation, industrial usage, outside projects)

Explain: ______________________________

____

____

____

50. (c) Surveys (Coordination with outside surveys)

Explain: ______________________________

____

____

Deschutes County

Date Nov 4, 1961

By D. L. Penhollow
County Judge

By Charles L. Plummer
County ~~Engineer~~ Roadmaster

____
O.S.H.D. Field Engineer

S-496(1) Holmes Canyon-Finnegan Cr. 1963
Sec., FAS 649, northwesterly
#6243 of Kent (Oiling)

C4A
2594

RECEIVED
JUN 2 6 1963

FOR FILING

June 26, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On June 24, 1963, we wrote to you concerning release of final payment on contract #6243, awarded to J. C. Compton Co., for oiling the Holmes Canyon-Finnegan Creek Section of FAS Route 649 in Sherman County.

Final payment on this contract is $406.41 and the total contract amount is $23,546.88. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Hagan-Hamilton Ins. Agency
P. O. Box 117
McMinnville, Oregon

cc: J. C. Compton Co.,
P. O. Box 86
McMinnville, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 24 1963
FOR FILING

S-[illegible]

6243

June 21, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 3 on Contract No. 6243. The contract was with J. C. Compton Company and was for oiling on the Holmes Canyon-Finnegan Creek Section of FAS Route 649 in Sherman County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective June 18, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 7, 1963

Section Holmes Canyon - Finnegan Creek

Kind of work Oiling

Highway FAS 649 County Sherman

Section prefix 528-1036

Contractor J. C. Compton Co.

Contract number 6243

Date of contract March 21, 1963

Specified work days 40

Date work started May 23, 1963

Work days used 15

Project authorization $16,373.25

Exclusive of engineering $15,208.93

Per cent of time elapsed 38 %

Estimated cost of completed project, exclusive of engineering . . . $13,546.88

Estimated per cent overrun or underrun . . . Underrun 10.9 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization $1,164.32

Engineering cost to date $1,068, 91.7 %

Date project was completed June 3, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor had broom and roller on project Monday completing week of maintaining oil mat. Completed moving out all of his equipment Monday.

Tuesday afternoon Resident Engineer accompanied by Sherman County Judge and his Road Supt. met with Mr. Swift and made inspection trip over project.

Semi-final Estimate submitted to Division Office on Tuesday.

— FINAL REPORT —

CONSTRUCTION DIVISION
RECEIVED
JUN 10 1963

NOTED
JOHN R. OAKES

Signed

Address P.O. Box 302, The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				3.34	
Miles partially completed				3.34	
Miles completed				3.34	
Total estimated quantities (contract)				175 Tons Asph. 1,500 CY Aggr.	
Total quantities corrected to date				160 Tons Asph. 1,430 CY Aggr.	
Estimated quantities moved or placed to date				"	
Average daily quantities				Complete	
Average daily quantities necessary to complete project on time				"	
Number shifts per day				1	
Hours per shift				4	
Average force on project for week				1	

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair&Mild		
Tuesday	Ptly.Cloudy, Showers&Mild		
Wednesday	Fair,Windy, & Mild		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
APR 19 1963

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. FOR FILING	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Sherman
PROJECT REPORT NO. 6		PROJECT NO. S-496(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Approx. 0.5 mi. N. Kent W. 3.2 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-27-62	3.338
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 16,009.00	$ 10,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 15, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid Secondary
Project No. S-496(1)

HOLMES CANYON-FINNEGAN CREEK SECTION OF
FAS ROUTE 649 IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1963

Type Code 3210
Roadway (Sta. 0+00 to Sta. 176+25) (Contract 6213)

Preparation of Base	3.34 miles	$ 350.00	$ 1,169.00
Hauling and Placing Aggregates	1,500 cu.yds.	3.15	4,725.00
MC-250 Asphalt	55 tons	48.00	2,640.00
200-300 Asphalt	120 tons	46.00	5,520.00
Sprinkling	100 M-gal.	3.00	300.00
			$14,354.00
Flagging (57½% of Contractor's Cost)	All Required		200.00
	Subtotal		$14,554.00
	10% Engr. & Cont.		1,455.00
	Total		$16,009.00

Length of Roadway . . . . 3.338 Miles
Cost of Roadway per Mile. $4,795.98

Federal Funds	$10,000.00
State Funds	3,004.50
County Funds.	3,004.50
	$16,009.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

RECEIVED
APR 16 1963

FOR FILING

5-496 (1)

6243

March 21, 1963

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on March 14, 1963, accepted your proposal for oiling on the Holmes Canyon-Finnegan Creek Section of FAS Route 649 in Sherman County for the sum of $14,354.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6243. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

RECEIVED
MAR 22 1963
FOR FILING

5-496(1)
[illegible]

FORM 2-10X—80M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1963

SUBJECT: Holmes Canyon-Finnegan Creek Section
FAS 649, Sherman County

To: Mr. L. H. Young
Office Engineer
Building

Sherman County's check for $3,300 has been received and is the proper amount of the advance deposit for subject project. This project is now clear for award.

Verne R. Jones
Verne R. Jones
County & City Planning Engineer

VRJ:mm

cc: Lloyd Shaw ✓

NOTED
LLOYD B. SHAW

RECEIVED
MAR 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 2 1963
FOR FILING

S 496 (1)

6242

MISC. CONTRACTS and
AGREEMENTS No. 2214

Salem, Oregon
March 7, 1963

Cooperative Construction Agreement
Holmes Canyon-Finnegan Creek Section
S-496(1), FAS 649
Sherman County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a partially signed copy of the agreement covering the above named subject.

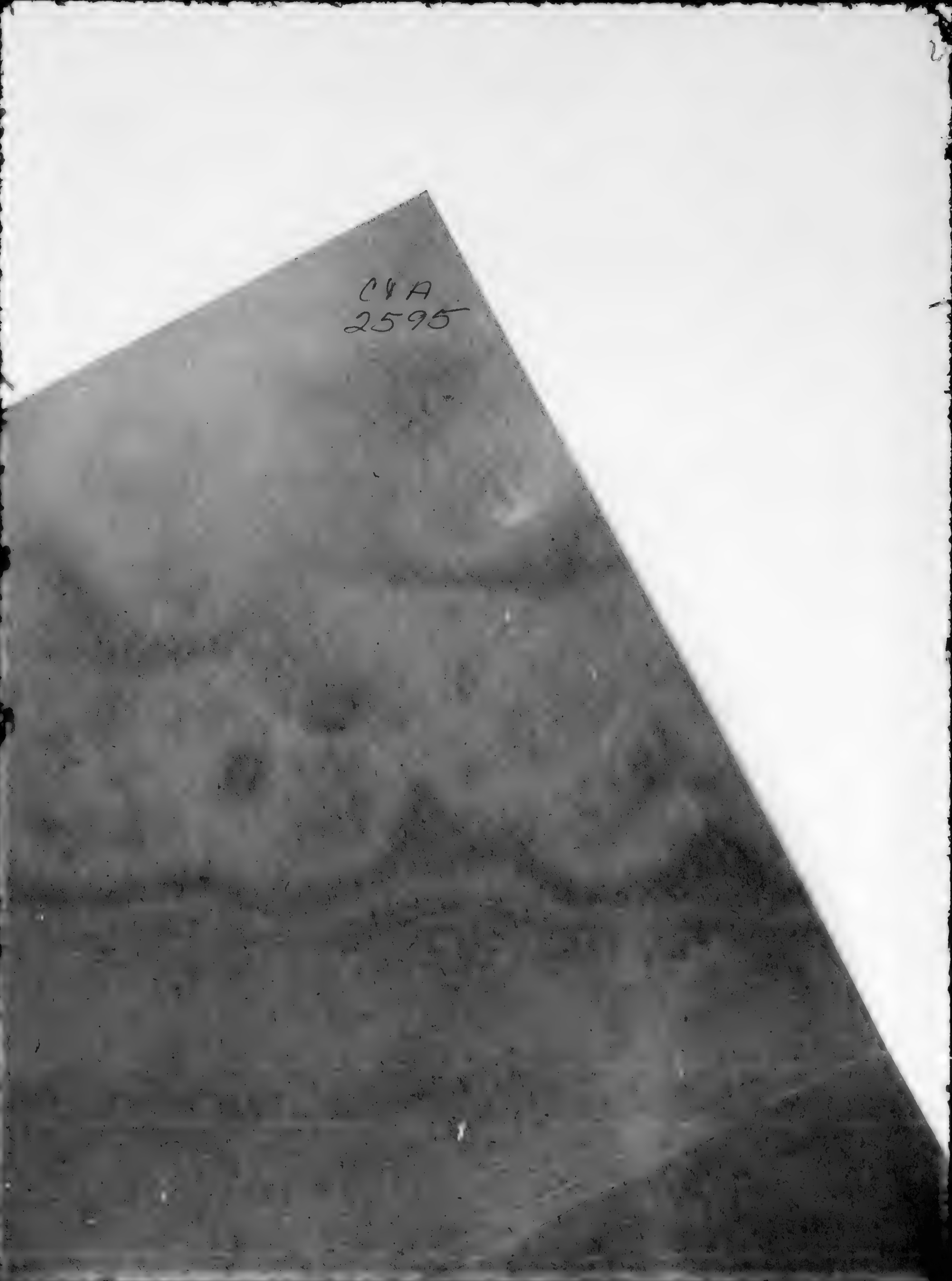
A fully executed copy of the agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Sherman County.

Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

S-504(1) Prairie City-Deardorff Cr. Rd. 1963
Sec., FAS 452 (Oiling)
#6244


C&A
2595

Grant, fas 452

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-1[illegible]-64	[illegible] 95		51[illegible]-1037-[illegible]97

INVOICE NUMBER 82066

Grant County
Courthouse
Canyonville, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Prairie City-Deardorff Creek Road Section, FAS 452. Covered by agreement dated March 11, 1963.			
County advance deposit		11,300.00	
Less amount previously transferred		8,300.00	
			3,000.00
County share total construction cost		9,404.49	
Less amount previously transferred		8,300.00	
			1,104.49
To be refunded			1,895.51

ACKNOWLEDGMENT OF BILLING REC

Cash Received with Request: $________________

By____________________________

A 150 (REVISED 7-60)

RECEIVED
AUG 30 1963

FOR FILING

[illegible]

6244

August 30, 1963

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

On July 25, 1963, we wrote to you concerning release of final payment on Contract 6244, awarded to Percy E. Jellum Contractor, Inc. for oiling on Prairie City-Deardorff Creek Road Section of FAS Route 452 in Grant County.

Final payment on this contract is $2,475.38 and the total contract amount is $47,863.53, including $429.49 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Akers & Jones, Inc.
618 N. Main
Milton-Freewater, Oregon

Percy E. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon

C. H. Maison
Attn.: John Herr

RECEIVED
JUL 25 1963
FOR FILING

6244

July 24, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed July 5 on Contract No. 6244. The contract was with Percy E. Jollum Contractor, Inc., and was for oiling work on the Prairie City-Deardorf Road Section of FAS Route 452 in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 23, 1963, and that you concur in this procedure at the Commission meeting August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 12, 19 63

Section Prairie City-Deardorff Creek Road

Kind of work Oiling

Highway FAS # 452 County Grant

Section prefix 512-1037

Contractor Percy E. Jellum Contractor Inc.

Contract number 6244

Date of contract April 2, 19 63

Specified work days 45

Date work started June 19, 19 63

Work days used 12

Project authorization $ 56,370.94

Exclusive of engineering $ 52,262.34

Per cent of time elapsed 27 %

Estimated cost of completed project, exclusive of engineering $ 47,864.07

Estimated per cent overrun or underrun Underrun 8.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 4,008.60

Engineering cost to date $ 2,713.00, 68 %

Date project was completed July XX 8, 19 63

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Date of Completion July 8, 1963.

Semi-Final Estimate sent in July 8, 1963.

Mr. Coulter, Ass't Division Engr., and Mr. Batie, County Roadmaster, inspected the job on July 12, Friday.

This is the Final Weekly Report

DIVISION
JUL 16 1963

CB

NOTED
JOHN R. OAKES

Signed O. K. Ansell

Address Box 316, Dayville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				8.15	
Miles partially completed					
Miles completed				8.15	
Total estimated quantities (contract)				652 ton 6220 cy	
Total quantities corrected to date				628 ton 6325 cy	
Estimated quantities moved or placed to date				628 ton 6325 cy	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Rain-Cloudy		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
JUL 1 1 1963
FOR FILING

S-504(1)

6244

July 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 5, 1963, on Contract No. 6244, Prairie City-Deardorff Road Section, in Grant County, in connection with Federal-Aid Project No. S-504(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By JAH
L. H. Young
Office Engineer

DGP:rs

cc: E. S. Cox

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
APR 19 1963
4 90

FOR FILING

MONTHLY TRANSACTION NO.	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Grant
		PROJECT NO. S-504(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Prairie City to Deardorff Cr. Road

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-18-63	8.147
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 55,118.00	$ 34,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer April 15, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-504(1)

PRAIRIE CITY-DEARDORFF CREEK ROAD SECTION

ON FAS ROUTE 452 IN GRANT COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 4, 1963

Type Code 5231
Roadway (Sta. 24+09 to Sta. 454.26)(Contract 6244)

Preparation of Base	8.15 miles	$250.00	$ 2,037.50
Hauling and Placing 3/4" - 0 Material in Binder Course	820 cu.yds.	1.80	1,476.00
Hauling and Placing Aggregates	5,400 cu.yds.	2.00	10,800.00
MC-250 Asphalt	130 tons	52.00	6,760.00
120-150 Asphalt	410 tons	50.00	20,500.00
RS-1 Asphalt	112 tons	52.00	5,824.00
Extra for Oiling Approaches	26 only	50.00	1,300.00
Sprinkling	270 M-gals.	3.00	810.00
			$49,507.50
Flagging (57½% of Contractor's Cost)	All Required		$ 400.00
Signing			200.00
			$ 600.00
	Subtotal		$50,107.50
	10% Engr. & Cont.		5,010.50
	Total		$55,118.00

Length of Roadway - - - - - - - - - 8.147 Miles
Cost of Roadway Per Mile - - - - $6,765.43

Federal Funds - $34,700.00
State Funds - 10,209.00
County Funds - 10,209.00

$55,118.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

NOTED
H. S. COX

April 3, 1963

NOTED
DON HARWELL

Grant County Court
Courthouse
Canyon City, Oregon

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Gentlemen:

This is to acknowledge receipt of your check for $11,300 as advance deposit on the Prairie City-Deardorff Creek Road Section of FAS 452. Contract No. 6244 covering this project has been awarded to Percy E. Jellum Contractor, Inc.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise us and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-3-63	CC 904		513-1037-297

INVOICE NUMBER
78419

Grant County
Courthouse
Canyon City, Oregon
~~Attention: County Court~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			11,300.00
Partial transfer County's advance deposit for the Prairie City-Deardorff Creek Road Section, FAS 152. Covered by agreement dated March 11, 1963.			8,300.00
To be retained			3,000.00

NOTED
DON HARWELL

RECEIVED
APR 3 - 1963
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $________________
By________________________________

NOTED
R. H. PRANGE

A 150 (REVISED 7-60)

RECEIVED
APR 16 1963

FOR FILING

April 2, 1963

Percy E. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on March 12, 1963, accepted your proposal for oiling the Prairie City-Deardorff Creek Road Section of FAS Route 452 in Grant County for the sum of $49,507.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6244. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

fp

NOTED
J. Mc C.

NOTED
Harold C. Ayers

NOTED
[illegible]

March 14, 1963

NOTED
DON HARWELL

Grant County Court
Courthouse
Canyon City, Oregon

NOTED
R. H. PRANGE

Gentlemen:

On March 12, a satisfactory bid was received from Percy Jellum Contractor, Inc., of Pendleton, for the Prairie City-Deardorff Creek Section of FAS 452. As per agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items		$ 49,507.50
Anticipated Items	(Flagging	400.00
	(Signing	200.00
Subtotal		$ 50,107.50
12-1/2 % Engineering & Contingencies		6,263.44
Estimated Total Cost		$ 56,370.94

County Advance Deposit
20% of $56,370.94 = $11,274.19 -- or say -- $ 11,300.00

Please make this deposit by means of a check or warrant in the amount of $11,300 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received a contract can be awarded for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

HSC:mm

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

NOTED
V. R. JONES

Project	NE Prairie City - Deardorff Rd.	Profile No.	X[illegible]
Highway	FAS # 168	County	Grant
Contractor		F. A. Project No.	
	Contract No.	Date Reported	Ma[illegible]
Submitted by	V. Moore		

NOTED
DON HARWELL

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	County Crusher at Prairie City	Sampled at	5.5 mi. from NEnd of proje[illegible]
To be used	Base - Surfacing	Date received	Ma[illegible]
Sampled by	V. Moore	Quantity represented	

NOTED
JOHN D. GRAHAM

TEST RESULTS

Laboratory No. 631925
Data Sheet No. A306

Type of material Crushed Gravel 1½-0
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	9.0	9.0	
¾	16.1	25.1	OK
½	24.6	49.7	
¼	25.3	75.0	2 [illegible]
4	5.7	80.7	
10	7.1	~~87~~ 87.8	
40	5.4	93.2	
80	1.9	95.1	
200	1.4	96.5	
Pass	3.5	3.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	11[illegible]
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	0
Manufactured fines	
Liquid limit: Natural fines	21
Manufactured fines	
Fracture	OK
Sand equivalent	47[illegible]
Cement air [illegible]: Pass No. 20	
Height	
Date Sampled	

RECOMMENDATIONS

Material as represented by this sample ________ suitable for use.
Deficiency of material passing ¼" screen.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Person
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files
xV. Moore

[illegible]

RECEIVED
MAR 26 1963
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAR 1 4 1963
FOR FILING

S-504(1)
6244

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
March 11, 1963

Cooperative Construction Agreement
Prairie City-Deardorff Creek Road Sec.
FAS 452, Grant County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Don N. Harwell
Mapping & Records Engineer

Attached is a partially signed copy of a cooperative construction agreement with Grant County covering the Prairie City-Deardorff Creek Road Section of FAS 452 in Grant County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Grant County.

Secretary

rn
Attach: 1

cc - Mr. Lloyd P. Shaw

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

NOTED
H. S. COX

MEMO TO J. W. NASH

Date: 2/6/63

FAS 452, GRANT COUNTY **PRAIRIE CITY-DEARDORFF CREEK ROAD SECTION**

TERMINI: From McCullum Avenue in Prairie City southeasterly to the Deardorff Creek County Road.

NOTED
DON HARWELL

PROPOSED WORK: Place a 22' 0-11 oil mat wearing surface on base surfacing placed by Grant County.

PROJECT LENGTH: 8.1 miles.

NOTED
V. R. JONES

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$60,000	$36,000	$12,000	$12,000	(County)

EXISTING FACILITIES: A roadbed 28' in width which was graded by Grant County. This will accommodate two 11' lanes and 3' shoulders. Base surfacing was placed by the county to conform with state highway department standards and will be so certified to the Bureau of Public Roads. There is no substandard alignment and maximum gradient is 4.0%.

ADJACENT SECTIONS:

[redacted]/EAST END: 20' roadway and 20' of gravel surfacing.

SOUTH/WEST END: 20' asphaltic concrete with 4' shoulders.

PROJECT DATA: Construct a 22' 0-11 oil mat on a roadbed and surface constructed by Grant County forces. County will provide oiling aggregates in stockpile 0.9 mile from the westerly end of project. County will construct shoulders.

RIGHT OF WAY:	50' minimum.
ACCESS CONTROL:	None required.
RR XING:	None.
MINIMUM DESIGN STANDARDS:	No exceptions.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATIONS:	None.

NOTED
JOHN D. GRAHAM

ROUTE DATA: Farm to market and serves extensive cattle raising area. Heavy log hauling and considerable recreational use. School bus and mail route.

VRJ:mm

Oregon State Highway Commission
State Highway Building
Salem, Oregon

-24-63

NOTED
H. S. COX

RECEIVED
FEB 18 1963
ENGINEER
COUNTY & CITY DIVISION

Attention: County and City Relations Division

Subject: Federal Aid Project No. F.A.S. 452

Highway No.

Name of Project Prairie City
Deardorff Creek.

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
V R

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. ~~We hereby certify that all displaced persons have been satisfactorily re-established.~~

Dated at Canyon City, Oregon, this 24th day of January, 1963.

Grant County Court

Leslie Holland
Judge

Rho Bleakman
Commissioner

Commissioner

*NOTE: Certify either paragraph 2 or 3.

11-27-62

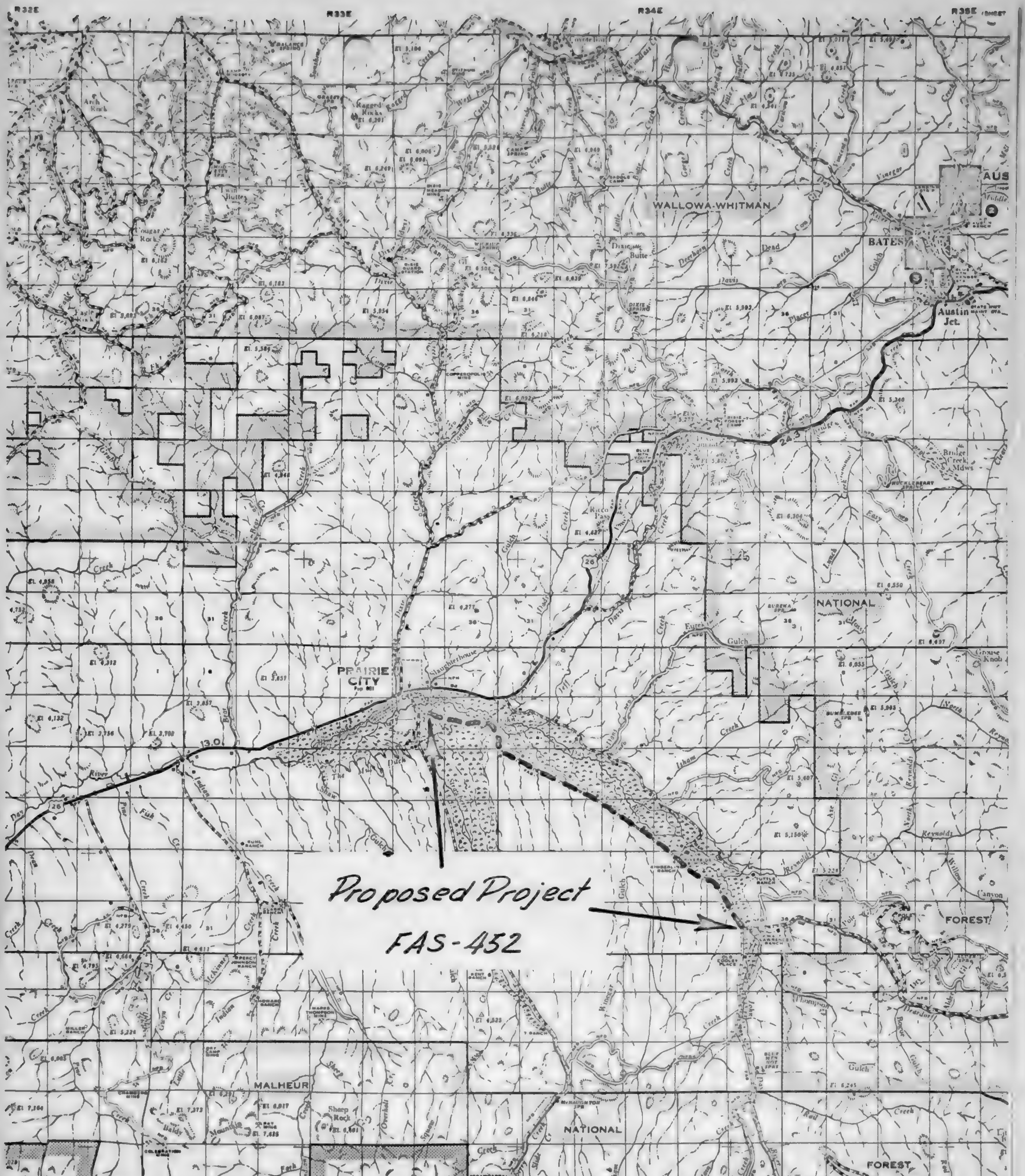
GRANT COUNTY
PROPOSED PROJECT (1964 Funds)

FAS 452, Prairie City-Summit Prairie Road: Prairie City-Deardorff Road Section, Oiling, 8.2 Miles, $60,000.

The proposed project is for construction of an O-11 oil mat wearing surface 22' wide on a base constructed by Grant County. The oil aggregates will be furnished from county stockpiles. It is planned to call for bids on the contract in early spring of 1963. The county will have the base surfacing completed by June 1, 1963.

Approved 12/20/62

62-h
11/27/62


R33E
R34E
R35E
WALLOWA-WHITMAN
BATES
Austin Jct.
Dixie Butte
Ragged Rocks
Cougar Rock
PRAIRIE CITY
Slaughterhouse
Bridge Creek Mdws
NATIONAL
FOREST
Grouse Knob
Canyon
Proposed Project
FAS-452
MALHEUR
NATIONAL
FOREST
Sheep Rock
Baldy Mountain
Pine Creek Mtn
WILD
AREA
Strawberry Mtn
Strawberry Lake
Slide Mtn
Sunshine Flat
Reynolds
Davis
Indian
Dixie
River
26
13.0
24.3
MATCH LINE

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
DON HARWELL

September 28, 1962

Hon. Leslie Holland
Grant County Judge
Courthouse
Canyon City, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Dear Judge Holland:

This is in reply to your letter of September 26 regarding the possibility of an FAS contract being let for the oiling of FAS 452 east of Prairie City.

The contract to oil this section of road could be let as soon as Grant County has finished placing the base material and we have received certification from the division office in La Grande that the base material meets the proper specifications. It would be advisable for the county to complete its work as soon as possible so that a contract could be let at an early date in the spring. This would result in probable lower bid prices and would give the contractor more time to crush his oil rock and thus enable him to complete his oiling earlier in the summer. This, in turn, would give the oil a better chance to cure before next winter.

As soon as the County's FAS funds have been allocated by Congress, you will be notified of the amount that is available for programming on this particular project. It would be appreciated if you would inform this office if you wish these funds to be used for that purpose and also that you now have, or will have county funds available for matching purposes.

If this office can be of further assistance, please advise.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Don Harwell

for Robert H. Prange
Field Engineer

HHP:mm
cc: H. S. Coulter

FORM E-30 50M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 14, 1962

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

SUBJECT: Deficiency in fines
Surfacing material at
Prairie City
[illegible]

To:

Mr. H. S. Cox
County & City Relations Engineer
Salem

NOTED
Harold C. A[illegible]

In response to a letter written last week to Grant County regarding the lack of fines in surfacing material which they are producing south of Prairie City, I received a telephone call from Mr. Batie, Grant County Roadmaster, this date. He stated that with their crushing plant it was not feasible to produce 1½"-0 containing a percentage of fines within the limits set forth in our standard specifications.

It is their plan to lay some seven or eight inches of the coarse material on which will be placed a mixture of the 1½"-0 and 3/4"-0. On top of this will be placed the normal lift of levelling course. This is being done at the present time and Mr. Batie reports that they are obtaining surfacing that is tight and well compacted with only a small amount of loose rock on top. It is their plan to crush some fine material, probably 3/8"-0, to spread on top and use to set up this loose rock on top.

Mr. Batie realizes that if it were possible to produce material within our specifications the total cost would be less than what will be involved in the operation they are now performing. However, their crushing plant is not capable of producing the desired material. Mr. Vern Moore, Division Geologist, plans on making an inspection of this section some time after the middle of this month and will, at that time, investigate and report on how well the surfacing is setting up for the county. It is our thought that if this operation by county results in a layor of base surface that is tight and not loose and of the depth recommended by our base design samples that we could certify this section for subsequent oiling under Federal Aid Secondary Peoject.

RECEIVED
SEP 17 1962
ENGINEER
COUNTY & CITY RELATIONS

A. F. Parson
Division Engineer

By H S Coulter

H. S. Coulter
Assistant Division Engineer

HSC:dj
cc: Grant County Judge Holland
C. C. Batie
Vern Moore

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
[illegible] C. Ayers

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

RECEIVED
SEP 11 1962
ENGINEER
COUNTY & CITY RELATIONS

La Grande, Oregon
September 10, 1962

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Mr. Carlisle Batie, Roadmaster
Grant County
Canyon City, Oregon

Dear Mr. Batie:

Attached you will find a report on samples of crushed rock being furnished from your operations in Prairie City. Both samples are deficient in material passing the 1/4" screen.

Experience on Highway Department projects throughout the state indicates that lack of sufficient fines in crushed rock base makes it difficult to properly "set up" the base surfacing and obtain the best product available in the way of a platform on which to place the oil mat or asphaltic concrete wearing surface. It is our recommendation that you alter your crushing operations in such a manner as to obtain more fine material in the product itself. The specifications referred to in this report from our geologist can be found in Article 2.15.5 on Page 62 of our standard specifications. When one of our contractors is placing crushed rock in the stockpile, we require that the fine material passing the 1/4" square screen, or any size designated, shall not be less than midway between the maximum and minimum percentages allowable. Our experience has indicated that this is a good requirement.

We are pointing out this apparent deficiency in fine material in an attempt to be helpful rather than critical. We would like to see the county come up with the best possible road and believe that better gradation in the base surfacing will help to achieve this.

Very truly yours,

A. F. Parson
Division Engineer

By H S Coulter

H. S. Coulter
Assistant Division Engineer

HSC:jf
cc: County Judge Leslie Holland
H. S. Cox

FORM E-90X—[illegible]

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 7, 1962

SUBJECT: Prairie City-Forest Boundary
FAS 452
Gradation of samples

To: Mr. A.F. Parson
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

Attention: Mr. H.S. Coulter
Ass't Division Engineer

Two recent samples were taken at the county crusher at Prairie City. The following results were noted:

Lab No. 606267 on 1¼"-0 crushed rock had only 19% passing the ¼" screen in the stockpile. This should have been not less than 42%.

Lab No. 606268 on 3/4-0 crushed rock had 40.3% retained on the 3/8" screen or over specs by 0.3%. Passing the ¼" screen was 39.6% and should have been not less than 50%.

The above are the specifications on material in stockpiles. The 1¼"-0 rock was a small stockpile as it was just the surplus which could not be handled by the trucks hauling. Normally all of the 1¼-0 material that was being crushed was going on the roadway.

The 3/4-0 rock was taken from a high face on the large stockpile at the plant.

Gordon Cochran
GORDON COCHRAN
Geologist

GC:vam

NOTED
Harold C. Ayers

~~NOTED~~
~~DON HARWELL~~

NOTED
V. R. JONES

NOTED
H. S. COX

December 29, 1961

Hon. Leslie Holland
Grant County Judge
Courthouse
Canyon City, Oregon

Dear Judge Holland:

Enclosed please find itemized statements of costs of the three jobs that you requested during my last visit December 19.

Regarding the cost of screening equipment, the following are the addresses and costs of this equipment as furnished to Baker County:

Howe Scale Company; 4040 S.W. Macadam Avenue; Portland, Oregon

Cost with scoop and weights	$59.00

Scientific Supply Company; 3950 N.W. Yeon Avenue; Portland, Oregon

Tyler screen 1-1/4"	$10.40
" " 3/4"	10.40
" " 1/2"	10.40
" " 1/4"	10.40
" " #10	9.40
Tyler screen cover	2.80

The above-mentioned screen sizes would enable you to test oiling aggregates and base materials to the indicated sizes.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

HSCox
H. S. Cox
County and City Relations Engineer

HSC:mm
Encl.

H. S. Cox

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

NOTED
DON HARWELL

La Grande, Oregon
December 14, 1961

Honorable Leslie Holland
County Judge
Grant County Court
Canyon City, Oregon

Dear Sir:

Attached hereto you will find copies of the lab reports on the five samples we have submitted on the crushed rock being produced by your crusher in Prairie City. None of these samples meet our requirements for intermediate grading of material. The gradation is particularly bad on the percentage of material passing the 1/4-inch sieve.

On two of these samples (Sheets 4 and 5) the Plasticity Index and Liquid Limit are of such percentages that if additional fines of the same kind are added to meet our minimum requirements, the material would not meet our requirements for P.I. and L.L. The requirements for plasticity index and liquid limit are dependent upon the percentage of material passing the #40 sieve.

I am mailing under separate cover a copy of our Standard Specifications for Highway Construction. In particular, I would like to call your attention to articles 2.15.5 and 2.15.7 on pages 62 and 63, as well as the liquid limit requirements as shown on the extra sheet inserted in the book.

Mr. Batie, your Roadmaster, is aware of the need to have a sufficient quantity of fine material in the base rock in order that it "set-up" properly. Years of experience have proven that the intermediate grading formed by adherence to our Standard Specifications will result in a good end product. It is, therefore, our recommendation that your crushing operations be adjusted so that the base rock will at least meet the minimum requirements set forth in these Standard Specifications.

As I mentioned over the telephone to you the other evening, it is our plan to resample the grading work on this section next spring after the County has finished your grading operations.

We will then see if it is not possible to reduce the designed thickness of base rock over a portion of the section.

The next time Mr. Parson or myself is in John Day, we will attempt to contact you and answer any questions you may have as well as give any other assistance of which we may be capable.

Very truly yours,

A. F. Parson
Division Engineer

By

H. S. Coulter
Assistant Division Engineer

HSC:dj
Encl.

cc: H. B. Cox

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

NOTED
Harold C. Ayers

Laboratory Report

Project	Prairie City - Forest Boundry	Prefix No.	57-14-2-910
Highway	FAS # 452	County	Grant
Contractor		Contract No.	
		F. A. Project No.	
Submitted by	V. Moore	Date Reported	Dec. 8, 1961

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material

Sampled at County Crusher at Prairie City

Date received Dec. 7, 1961

Quantity represented

To be used Base Surfacing

Sampled by V. Moore

TEST RESULTS

Laboratory No. 580622

Data Sheet No. ~~[illegible]~~ A-90440-B

Type of material Crushed Gravel 1 ½"-0 ?

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
[illegible]	0	0	
1	10.1	10.1	
[illegible]	20.5	30.6	
[illegible]	27.3	57.9	
[illegible]	20.3	78.2	21.8
[illegible]	4.5	82.7	
10	7.0	89.7	
20	6.8	96.5	
40	1.7	98.2	
[illegible]	1.0	99.2	
Pass	0.8	0.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	22	%
Manufactured fines		%
Fracture	OK	%
Sand equivalent		
Oregon air degradation Pass No. 20		%
Height		in.
Date sampled		

RECOMMENDATIONS

Material as represented by this sample ________ suitable for use.

Deficient in material passing ¼" — 13.2%

Addition fines will be required for proper keying.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- Division Engineer Parsons
- Resident Engineer
- Dist. Maint. Supt.
- Foreman
- Geology and Soils
- Files
- V. Moore
- [illegible]

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DEC 11 1961
ENGINEER
COUNTY & CITY RELATIONS

[illegible] 61
Decker

Engineer of Materials

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

NOTED
Harold C. Ayers

Laboratory Report

Project	Prairie City - Forest Boundary		Prefix No.	[illegible]
Highway	FAS # 452		County	Grant
Contractor		Contract No.	F. A. Project No.	
Submitted by	V. Moore		Date Reported	Dec. 8, 1961

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material				
		Sampled at	County Crusher at Prairie City	
To be used	Base Surfacing		Date received	Dec. 7, 1961
Sampled by	V. Moore		Quantity represented	

TEST RESULTS

Laboratory No. 5B0621
Data Sheet No. [illegible]

Type of material Crushed Gravel
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	8.2	8.2	
¾	16.5	24.7	
½	25.8	50.5	
¼	22.7	73.2	76.8
4	5.6	78.8	
10	8.5	87.3	
40	7.7	95.0	
80	2.4	97.4	
200	1.6	99.0	
Pass	1.0	1.0	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	24	%
Manufactured fines		%
Fracture	OK	%
Sand equivalent		
Oregon air degradation: Pass No. 20		%
Height		in.
Date sampled		

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

Deficient in material passing ¼" - 7.5% if used additional fines will be required for proper keying

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Parson
Resident Engineer
Dist. Maint. Supt.
Foreman
Geology and Soils
Files
V. Moore
[illegible]

Engineer of Materials

Form [illegible]

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T
Materials Division

Laboratory Report

Project	Prairie City - Forest Boundry		Profile No.	37-1122-910
Highway	Fed # 402		County	Grant
Contractor		Contract No.	F. A. Project No.	
Submitted by	V. [illegible]		Date Reported	Dec. 8, 1961

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material				
		Sampled at	County Crusher at Prairie City	
To be used	Base Surfacing		Date received	Dec. 7, 1961
Sampled by	V. [illegible]		Quantity represented	

TEST RESULTS

Laboratory No. [illegible]

Data Sheet No. [illegible] A90440-B

Type of material Crushed Gravel 1½"-0 ?

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	10.1	10.1	
¾	20.5	30.6	
½	27.3	57.9	
¼	20.3	78.2	21.8
4	4.5	82.7	
10	7.0	89.7	
40	6.8	96.5	
80	1.7	98.2	
200	1.0	99.2	
Pass	0.8	0.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	22	%
Manufactured fines		%
Fracture	OK	%
Sand equivalent		
Oregon air degradation: Pass No. 20		%
Height		in.
Date sampled		

RECOMMENDATIONS

Material as represented by this sample ________ suitable for use.

Deficient in material passing ¼" — 13.2%
Addition fines will be required for proper keying.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parsons
Resident Engineer
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
cc, [illegible]
x [illegible]

12-8-61
Decker

Engineer of Materials

Form [illegible]

[illegible]GON STATE HIGHWAY DEPARTM[illegible]T
Materials Division

Laboratory Report

Project	Prairie City - Forest Boundry		Prefix No.	[illegible]
Highway	FAS # 452		County	Grant
Contractor		Contract No.	F. A. Project No.	
Submitted by	V. Amero		Date Reported	Dec. 8, 1961

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material
Sampled at County Crusher at Prairie City
To be used Base Surfacing
Date received Dec. 7, 1961
Sampled by V. Amero
Quantity represented

TEST RESULTS

Laboratory No. 580621
Data Sheet No. [illegible]
Type of material Crushed Gravel
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
[illegible]	0	0	
[illegible]	8.2	8.2	
[illegible]	16.5	24.7	
[illegible]	25.8	50.5	
[illegible]	22.7	73.2	26.8
[illegible]	5.6	78.8	
[illegible]	8.5	87.3	
[illegible]	7.7	95.0	
[illegible]	2.4	97.4	
[illegible]	1.6	99.0	
[illegible]	1.0	1.0	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	24	%
Manufactured fines		%
Fracture	OK	%
Sand equivalent		
Oregon air degradation: Pass No. 20		%
Height		in.
Date sampled		

RECOMMENDATIONS

Material as represented by this sample .... suitable for use
Deficient in material passing ½" - [illegible] if used additional fines will be required for proper keying

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parsen
Resident Engineer
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x V. Amero
x [illegible]

12 [illegible] 61

Engineer of Materials

Form E-61—25M—8-61

NOTED
[illegible] C. Ayers

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]
Materials Division

Laboratory Report

Project	Prairie City - Forest Bdry.	Prefix No.	37-1422-910
Highway	FAS 452	County	Grant
Contractor	Contract No.	F. A. Project No.	
Submitted by	Vernal Moore	Date Reported	Nov. 10, 1961

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Co. Crusher at Prairie City

Sampled at Stockpile

To be used Surfacing

Date received Nov. 6, 1961

Sampled by V. Moore

Quantity represented

TEST RESULTS

Laboratory No. 577452

Data Sheet No. A90437-A

Type of material Crushed Gravel

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	27.6	27.6	
¾	19.7	47.3	
½	18.1	65.4	
¼	14.0	79.4	
4	3.7	83.1	
10	6.4	89.5	
40	6.2	95.7	
80	1.6	97.3	
200	1.0	98.3	
Pass	1.7	1.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	21.8	
Specific gravity (Le Chatelier)	2.75	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	22	%
Manufactured fines		%
Fracture	OK	%
Sand equivalent		
Oregon air degradation: Pass No. 20		%
Height		in.

Date sampled

G. L. DECKER

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

Grading not considered

TEST REPORT DISTRIBUTION:
- Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- Resident Engineer
- Dist. Maint. Supt.
- x Foreman
- x Geology and Soils
- x Files
- xV. Moore

RECEIVED
NOV 29 1961
ENGINEER
COUNTY & CITY RELATIONS

Engineer of Materials

State Printing 37691

Form E-61—25M—-61

O GON STATE HIGHWAY DEPARTM T
Materials Division

Laboratory Report

Project Prairie City - Forest Bdry
Highway FAS 452
Contractor
Contract No.
Submitted by Vernal Moore
Prefix No. 37-1422-910
County Grant
F. A. Project No. -
Date Reported Nov. 10, 1961

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Co. Crusher at Prairie City
Sampled at Stockpile
To be used Surfacing
Date received Nov. 6, 1961
Sampled by V. Moore
Quantity represented

TEST RESULTS

Laboratory No. 577453
Type of material Crushed Gravel
Data Sheet No. A90437-B
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	3.0	3.0	
¾	6.4	9.4	
½	18.9	28.3	
¼	~~6~~41.0	69.3	
4	7.8	77.1	
10	11.9	89.0	
40	7.0	96.0	
80	1.3	97.3	
200	1.0	98.3	
Pass	1.7	1.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	21.8	
Specific gravity (Le Chatelier)	2.73	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	8	%
Manufactured fines		%
Liquid limit: Natural fines	27	%
Manufactured fines		%
Fracture	OK	%
Sand equivalent		
Oregon air degradation: Pass No. 20		%
Height		in.

G. L. DECKER

Date sampled

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

Grading not considered

TEST REPORT DISTRIBUTION:
- Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Person
- Resident Engineer
- Dist. Maint. Supt.
- Foreman
- x Geology and Soils
- x Files
- xV. Moore

G. W. Harra
Engineer of Materials

State Printing 37891

Form E-61—35M—8-61

GON STATE HIGHWAY DEPARTM T
Materials Division

Laboratory Report

Project	Prairie City - Forest Bdry	Prefix No.	37-1422-910
Highway	FAS 452	County	Grant
Contractor		F. A. Project No.	-
Submitted by	Vernal Moore	Date Reported	Nov. 10, 1961

Contract No.

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Co. Crusher at Prairie City	Sampled at	Stockpile
To be used	Surfacing	Date received	Nov. 6, 1961
Sampled by	V. Moore	Quantity represented	

TEST RESULTS

Laboratory No. 577454
Data Sheet No. A90437-C

Type of material Crushed Gravel
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	20-40
1	11.3	11.3	
¾	13.7	25.0	
½	22.3	47.3	
⅜	35.0	82.3	
¼	7.1	89.4	
4	7.5	96.9	
10	1.7	98.6	
40	0.6	99.2	
80	0.4	99.6	
200	0.4	0.4	
Pass			
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	18.1	
Specific gravity (Le Chatelier)	2.76	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	9	%
Manufactured fines		%
Liquid limit: Natural fines	29	%
Manufactured fines		%
Fracture	OK	%
Sand equivalent		
Oregon air degradation: Pass No. 20		%
Height		in.

Date sampled

G. L. DECKER

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

Grading not considered

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
xConstruction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
xDivision Engineer Person
Resident Engineer
Dist. Maint. Supt.
Foreman
xGeology and Soils
xFiles
xV. Moore

G. W. Harris
Engineer of Materials

State Printing 37601

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Revised   Revised

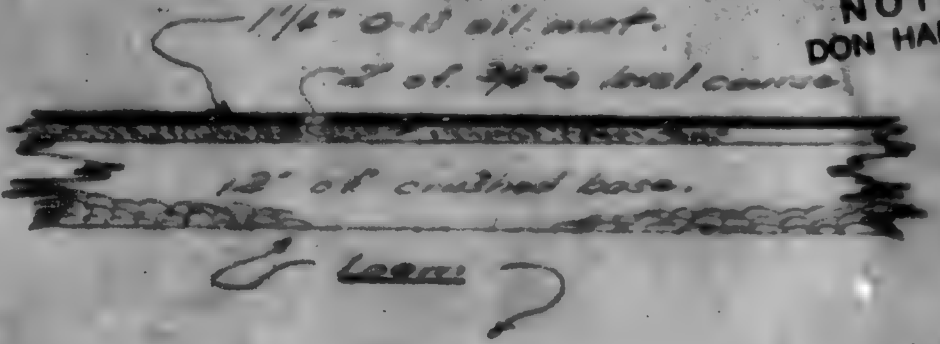
NOTED
H. S. COX

Section Prairie City - Forest Bdry Highway F.A.S. 452 County Grant Prefix

Res. Engr. ______ Approx. Length of Project 0 Miles. Sta. M.P. 0.0 starts at end of oil in Prairie City. to Sta. ______ Date 11-6-61

[illegible] Precipitation - 24"
[illegible] of Division

TYPICAL SECTIONS Traffic Classif.- Medium-Heavy (Logging Traffic.)



	Required Base & Surf.		Designed Base & Surf.	
	Crushed	Not Crushed	Exist. Surf. Allow.	Day Work
				1¼ O-11
				2 Level
				12 Cr. Base
	15½			15¼

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

[illegible] Soil
44 LL
5 PI
53 % P200
7 % Rock
20 % Sand
23 % Silt
10 % Clay
4 R-Value

[illegible] Classif.- A-4(4)

Revised surfacing thickness design based on samples taken after Grant County completed grading.

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NOV - 9 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold G. Ayers

NOTED
R. H. PRANGE

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											
Paving Type: County Preference											

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
[illegible] Engineer Division

Submitted by G. L. Decker
Asst. Assistant

Recommended by C. F. Hagemann
for Engineer of Materials

Recommended by
Construction Engineer

Approved by
Deputy State Highway Engineer

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

La Grande, Oregon
September 15, 1961

Grant County Court
Canyon City, Oregon

4

Attention: Honorable Leslie Holland
County Judge

Dear Sir:

I went over the road south of Prairie City yesterday looking at the work that the county is doing. By copy of this letter, I am asking our Division Geologist, Vernal Moore, to obtain sufficient samples so that a base design can be determined.

It may be possible to use some of the samples previously submitted. It is also possible that it would be advantageous to sample the various materials as the county completes the grading work on the road.

The use of better materials at the top of the various cuts and fills could result in reducing the required depth of crushed surfacing. I will keep you informed and as soon as it becomes available will advise you of what we believe to be the proper surfacing design for this section.

Sincerely yours,

A. F. Parson
Division Engineer

By H. S. Coulter

H. S. Coulter
Assistant Division Engineer

Copy to Decker, Lab.
9/18/61 Dm

HSC:dj

cc: H. S. Cox ✓
Vern Moore

RECEIVED
SEP 18 1961
ENGINEER
COUNTY & CITY RELATIONS

Copy to Soils
7-25-61
V. J.

GRANT COUNTY
CANYON CITY, OREGON

July 20, 1961

Mr. H. S. Cox
County-City Relation Engineer
State Highway Department
Salem, Oregon

JOHN D. [illegible]

Dear Mr. Cox:

Thank you for your letter of July 17th.

The refund has been received and will be invested by the County Treasurer.

We are assuming the contract will be let to start in July 1962, so will have funds available to deposit with you when needed.

FAS 453

We have one other question we hope you can help us with. This concerns FAS 452, Prairie City East. As we read your base design it calls for 13 inches minimum rock, processed by Grid Roller. Carlyle Batie now informs us he will use crushed rock with Flat Roller. Will this be accepted by the Highway Department and Federal Bureau?

15

Greg/ [illegible] reduce 4" level course to 3", Add 2" to Base total 15"
[illegible]

Our reason for this question is The Court wants to build to your requirement, but also wants to avoid having to re-do any work.

Yours truly,

GRANT COUNTY COURT

By Leslie Holland

Leslie Holland,
County Judge

Answered
7-25-61
H.C.

RECEIVED
JUL 21 1961
ENGINEER
COUNTY & CITY RELATIONS

LH/meg

[illegible] 1956

FAS 45 County Grant Contract No.

Section

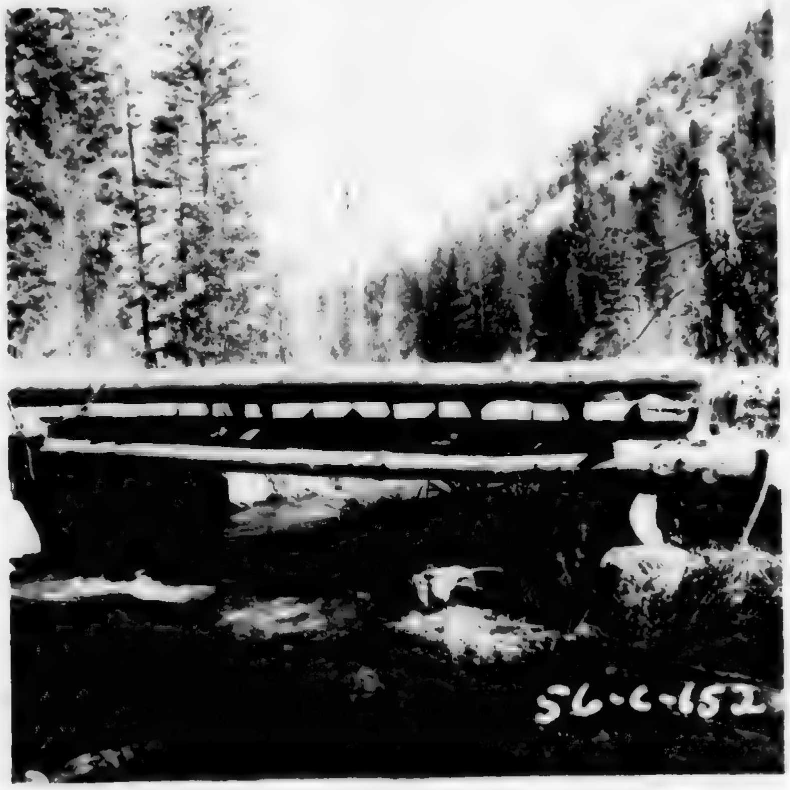
56-C-151 [illegible] 1240 [illegible] N

Location

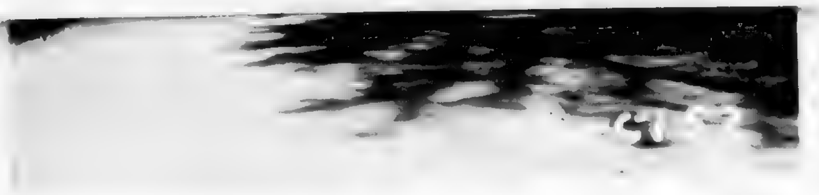
56-C-152 [illegible]

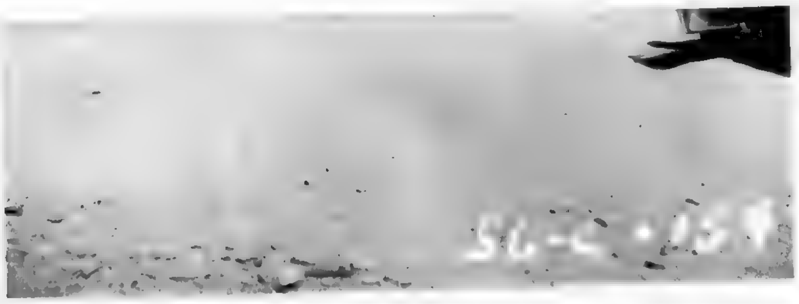
56-C-153 [illegible] N 56-C-161 [illegible] N

11-7-56

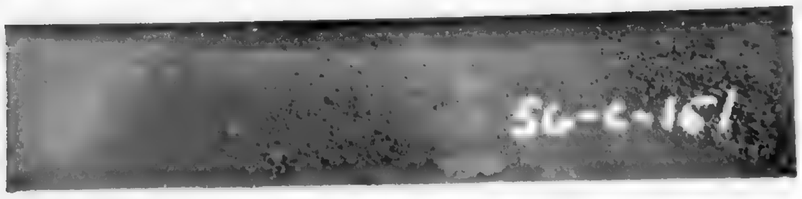


56-C-152





56-C-159



56-C-161

Oct 1956

FAS 452 **County** Grant **Contract No.**

Section

Location [illegible] N

[illegible]

[illegible] N 56-[illegible] N

1-7-56

56-C-152

Oct 1956

FAS 452 **County** Grant **Contract No.**

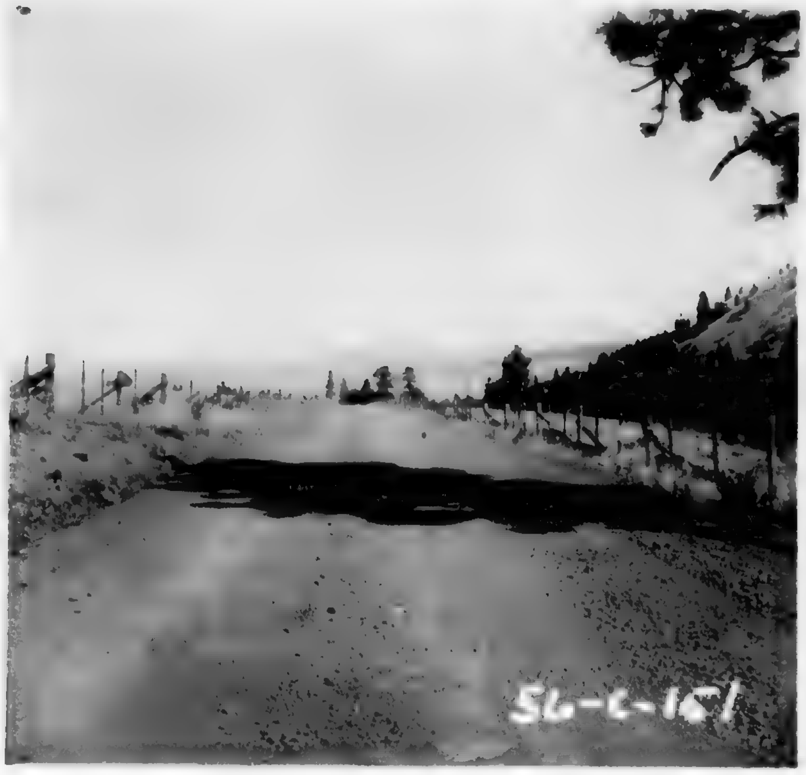
Section

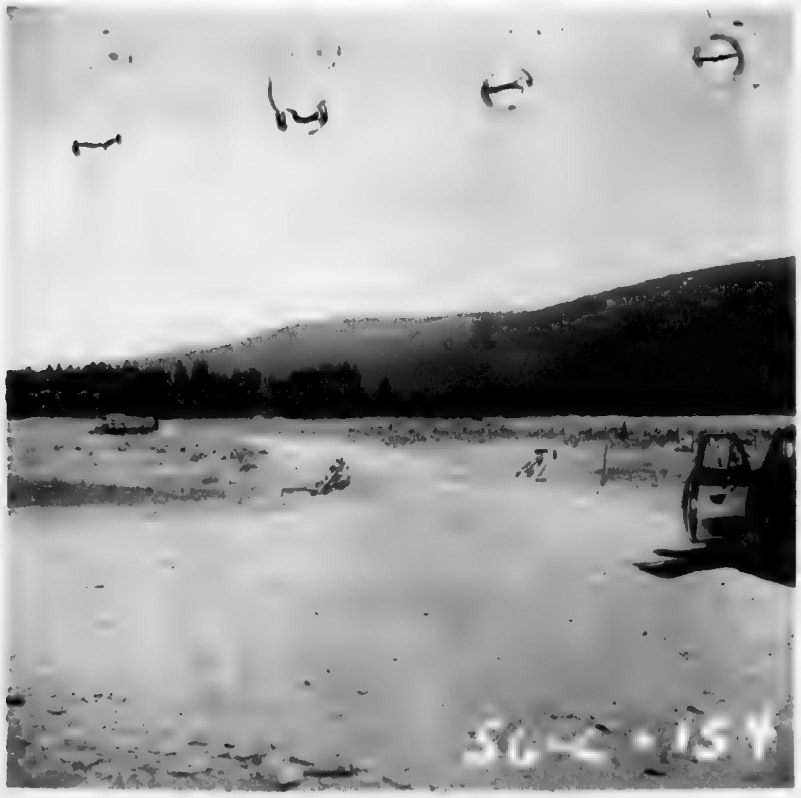
Location 56-C-151 } MP 12.40 looking N

56-C-152 } [illegible] MP 11.57

56-C-153 } MP 11.22 looking N 56-C-154 } [illegible] looking N.

10-7-56





Oct 1956

FAS 452 **County** Grant **Contract No.**

Section

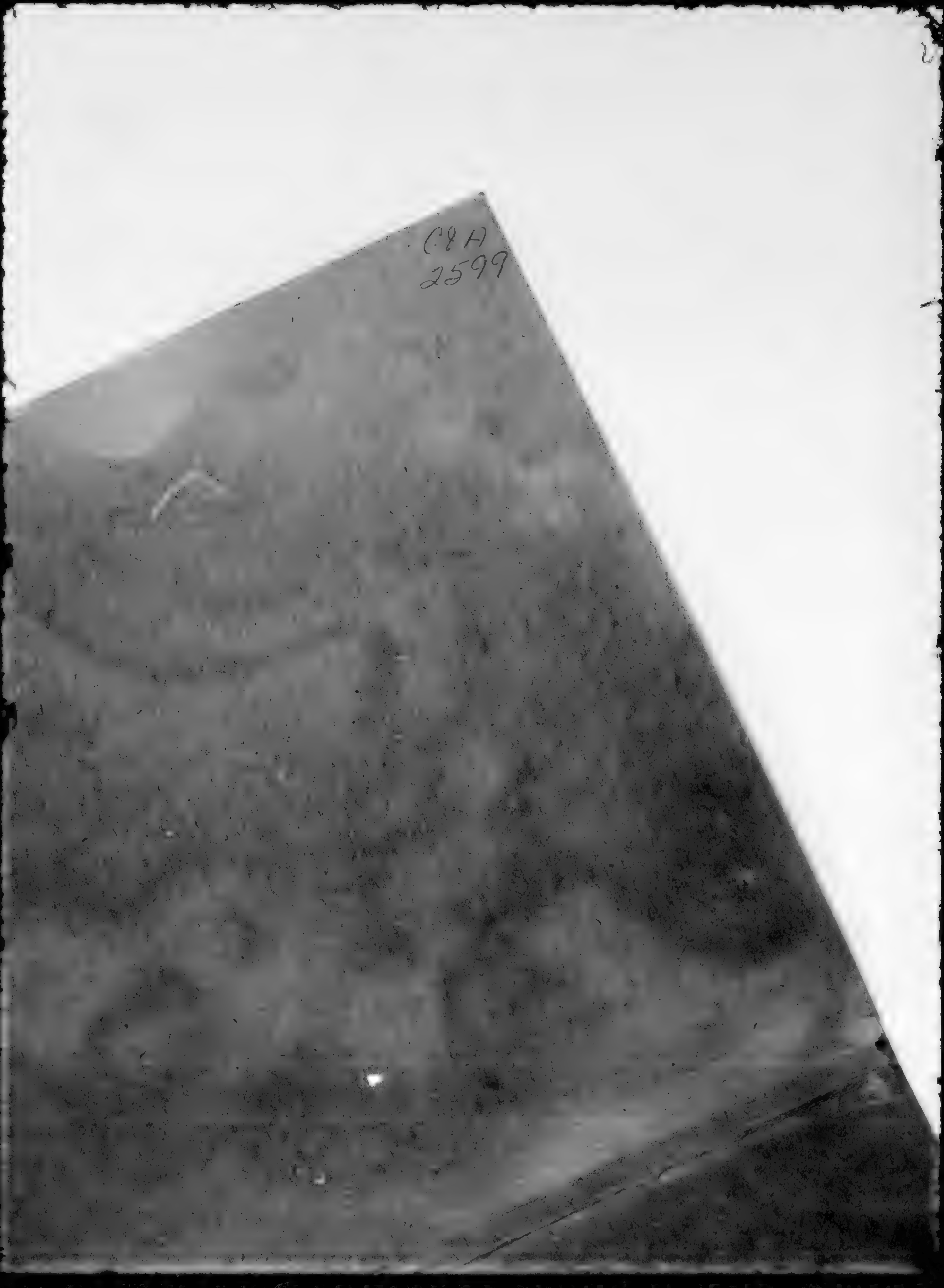
Location 56-C-151 } M.P 12.40 looking N

56-C-152 } Bridge over John Day River M.P. 11.57

56-C-153 } M.P. 11.22 looking N. 56-C-154 } S End looking N.

10-7-56

15-1008 Medford St. Drainage Improve. 1963
Proj., Rogue Valley & Medford-
#6245 Provolt Hwys. (Grad. & Pav.)


C&A
2599

RECEIVED
SEP 26 1963

FOR FILING

15-1-1-4

6245

September 26, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $83.30 will be made to Hughes & Dodd Co., on contract #6245 for the Medford Street Drainage Project on the Rogue Valley and Medford-Provolt Highways in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $64,004.58, including the post-final payment. Of the total, $459.51 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Hughes & Dodd Co.,
P. O. Box 246
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 30 1963

FOR FILING

15-1008

6245

August 30, 1963

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On July 9, 1963, we wrote to you concerning release of final payment on Contract No. 6245, awarded to Hughes & Dodd Company for drainage improvement on Medford Street Drainage Section of Rogue Valley and Medford-Provolt Highways in Jackson County.

Final payment on this contract is $1,907.93 and the total contract amount is $63,921.28, including $459.51 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Hughes & Dodd Company
P. O. Box 246
Medford, Oregon

C.H. Maison
Attn.: John Herr

RECEIVED
AUG 19 1963
FORM E-30X—50M—8-62 48906
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1963

SUBJECT: **CLAIM**
Medford St. Drainage Improvement Project
Contract No. 6245

To: **Mr. L. R. Chandler**
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

Regarding contractor's claim on subject project, this office concurs with your recommendation that we allow items 2 and 3 in John Quiner's letter of August 9th. Therefore, will you please have a Price Agreement prepared for this amount, which includes a statement that this payment will be complete and final.

F. D. Morgan
Construction Engineer

By J F Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:bjh

cc: L. P. Shaw

RECEIVED
AUG 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 9 - 1963
FOR FILING

15-1068

6245

July 9, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 25 on Contract No. 6245. The contract was with Hughes & Dodd Company and was for drainage improvement on the Medford Street Drainage Improvement Project in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 8, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 28, 1963

Section Medford St Drainage Improvement Project

Kind of work Drainage mprivement

Highway Medford-Provolt County Jackson

Section-prefix 15 - 1008

Contractor Hughes & Dodd Co

Contract number 6245

Date of contract 02 April 1963, 1963

Specified work days 60

Date work started March 19, 1963

Work days used 45

Project authorization $81,667.69

Exclusive of engineering $75,860.69

Per cent of time elapsed 75 % %

Estimated cost of completed project, exclusive of engineering $68,500

Estimated per cent overrun or underrun 7.7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $5,807.48

Engineering cost to date $6,100.00, 105 %

Date project was completed June 25, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed cleanup on project on tuesday of this week.

Semifinal will be submitted on July 10, 1963.

Date of completeion june 25, 1963.

FINAL REPORT

JUL 1 1963

NOTED
JOHN R. OAKES

Signed James E Holland
James E Holland, Assistant Resident Engineer
Address 2692 North Pacific Highway, Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.48	0.48	Conc C & G		0.48
Miles partially completed					
Miles completed	0.48	0.48	0.48		0.48
Total estimated quantities (contract)	2,130.4	3,314.9	230		1,120 Ton
Total quantities corrected to date	2,130.4	3,314.9	260		866.1
Estimated quantities moved or placed to date	2,130.4	3,314.9	260		866.1
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		2			

Men 2

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	PartlyCloudy		
Friday			
Saturday			

RECEIVED
APR 16 1963

FOR FILING

15-1007

6245

April 2, 1963

Hughes & Dodd Company
P. O. Box 246
Medford, Oregon

Gentlemen:

The State Highway Commission on March 14, 1963, accepted your proposal for grading and paving on the Medford St. Drainage Improvement Project on the Rogue Valley and Medford-Provolt Highways in Jackson County for the sum of $66,043.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6245. Contract forms are being prepared and will be mailed to you for execution.

This letter confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

Pacific Builder & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

NOTED
J. Mc C.

fkn

RECEIVED
APR 11 1963

FOR FILING

Form ... 11-61-40231

15-1008

6245

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1963

To: Mr. L. H. Young
Office Engineer
Building

SUBJECT: Cooperative Construction Agreement
Medford Street Drainage Improvement
Rogue Valley Highway No. 63 and
Medford-Provolt Highway No. 272
City of Medford

The City of Medford's check for $14,000 has been received and forwarded to Mr. J. G. Herr of the Accounting Division. This is the required amount of the advance deposit for the subject project. The project is now clear for award of contract.

H. S. Cox
County and City Engineer

By

Don Harwell

Don H. Harwell
Mapping & Records Engineer

DNH:mm

cc: Lloyd P. Shaw ✓
John Herr

RECEIVED
APR 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 15 1963

FOR FILING

15-1008

6245

MISC. CONTRACTS and
AGREEMENTS No. 17

Salem, Oregon
March 19, 1963

Agenda Item 4r-2

Mr. H.S. Cox
County & City Engineer
Office

Attention: Don N. Harwell
Mapping-Records Engineer

Cooperative Construction Agreement
Medford Streets Drainage Improvement
Rogue Valley Hwy. No. 63 and
Medford-Provolt Hwy. No. 272
City of Medford

Attached is a conformed copy of a cooperative construction agreement covering the above named subject.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City of Medford.

Secretary

rn
Attach: 1

RECEIVED
MAR 13 1963
FOR FILING

[illegible]

6345

March 12, 1963

Oregon State Highway Commission

Gentlemen:

There will be on the March 14 agenda for your consideration an agreement with the City of Medford, providing for improvement of certain state highways and city streets in Medford.

The agreement sets forth terms under which work on the Rogue Valley Highway (State Primary Highway No. 63) and the Medford-Provolt Highway (State Secondary Highway No. 272) will be done and the obligations of both parties in these matters.

The State is bound by the agreement to prepare plans, award contracts, and supervise construction on the streets and in the locations shown on "Exhibit A" which is part of the agreement.

The State shall pay the total cost of all work on Riverside Avenue, including relocation of city-owned utilities and facilities; and shall pay 75 per cent of the cost of all other work indicated on "Exhibit A", except relocation of privately owned utilities which are located within public streets or rights of way.

The City, by execution of the agreement, approves plans marked "Exhibit A" and the provisions set forth in the agreement. The City shall bear 25 per cent of the cost of that part of the project in which cost is shared; shall, without cost to the State, relocate or cause to be relocated privately owned utilities which are located within public streets or rights of way within the city limits and are required to be so relocated to conform to the plans of the project; and accepts jurisdiction, after construction, over areas located outside the curb lines of streets affected by the project.

The project was approved May 25, 1962, is part of the State (nonfederal-aid) program, and is estimated to cost $71,350; $58,960 of which is State funds, and $12,390 to be participation by the City.

This project is scheduled for receipt of bids March 12, 1963. Your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison

LPS:ajw hlb

9

EIVED
P 26 1962

FOR FILING
75-10-61
OFFICE OF
THE CITY MANAGER
6245

CITY OF MEDFORD
MEDFORD, OREGON

July 12, 1962

Mr. H. S. Cox
County & City Relations Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Cox:

We hereby request the Oregon State Highway Department to join with the City in a cooperative project to provide drainage on South Central and Main Street in the City of Medford and to do some corrective alignment work on Central Avenue near Edwards Street and near 13th Street in the City.

It is our understanding that this would be a 75%-25% cooperative endeavor between the City and the State. Considerable preliminary discussion and investigations have preceded this letter.

Very truly yours,

ROBERT A. DUFF
City Manager

Copies to R.L. Porter
K.D. Wolfe
F.D. Morgan

RAD:ds

RECEIVED

RECE [redacted]
JUN 2
FOR

H5-1008
6245

3K

June 1, 1962

Mr. Robert Duff
City Manager
Medford, Oregon

Dear Mr. Duff:

For the past several months, negotiations have been under way to correct a drainage condition on Main Street between Central Avenue and Front Street, and from First Street to Holly Street, and on Central Avenue between Sixth Street and Eighth Street.

This matter was presented to the Highway Commission at its meeting on May 25. The Commission approved the project to provide a new pavement with proper drainage and parking facilities. The cost of the project was estimated at $52,500 and was approved by the Commission provided that the City would provide 25 per cent of the cost.

The work is to be performed when State funds are available. An appropriate agreement will be prepared and forwarded to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:fkn

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Victor Rolfe

RECEIVED
MAY 31 1962
FOR FILING

[illegible]
[illegible]
[illegible]

May 23, 1962

Oregon State Highway Commission

Gentlemen:

The City of Medford has requested that the Highway Department correct a drainage condition that exists along the gutter line on Main Street between Central Avenue and Front Street, and from First Street to Holly Street, and on Central Avenue between Sixth Street and Eighth Street. Main Street is a segment of the Medford-Provolt Highway and Central Avenue is a segment of the Pacific Highway.

The poor drainage results from continuous patching over a period of years which has eliminated all of the curb exposure and normal gutter area. It is proposed that the present curbing and a 6½-foot strip of pavement adjacent thereto be removed and the area be replaced with Type "A" monolithic curb and gutter and a new asphaltic concrete pavement that will provide proper drainage and proper parking.

It is estimated that this work will cost approximately $52,500 and I recommend that you approve such a project providing the City will provide 25 percent of the cost and that the work be undertaken whenever State funds are available.

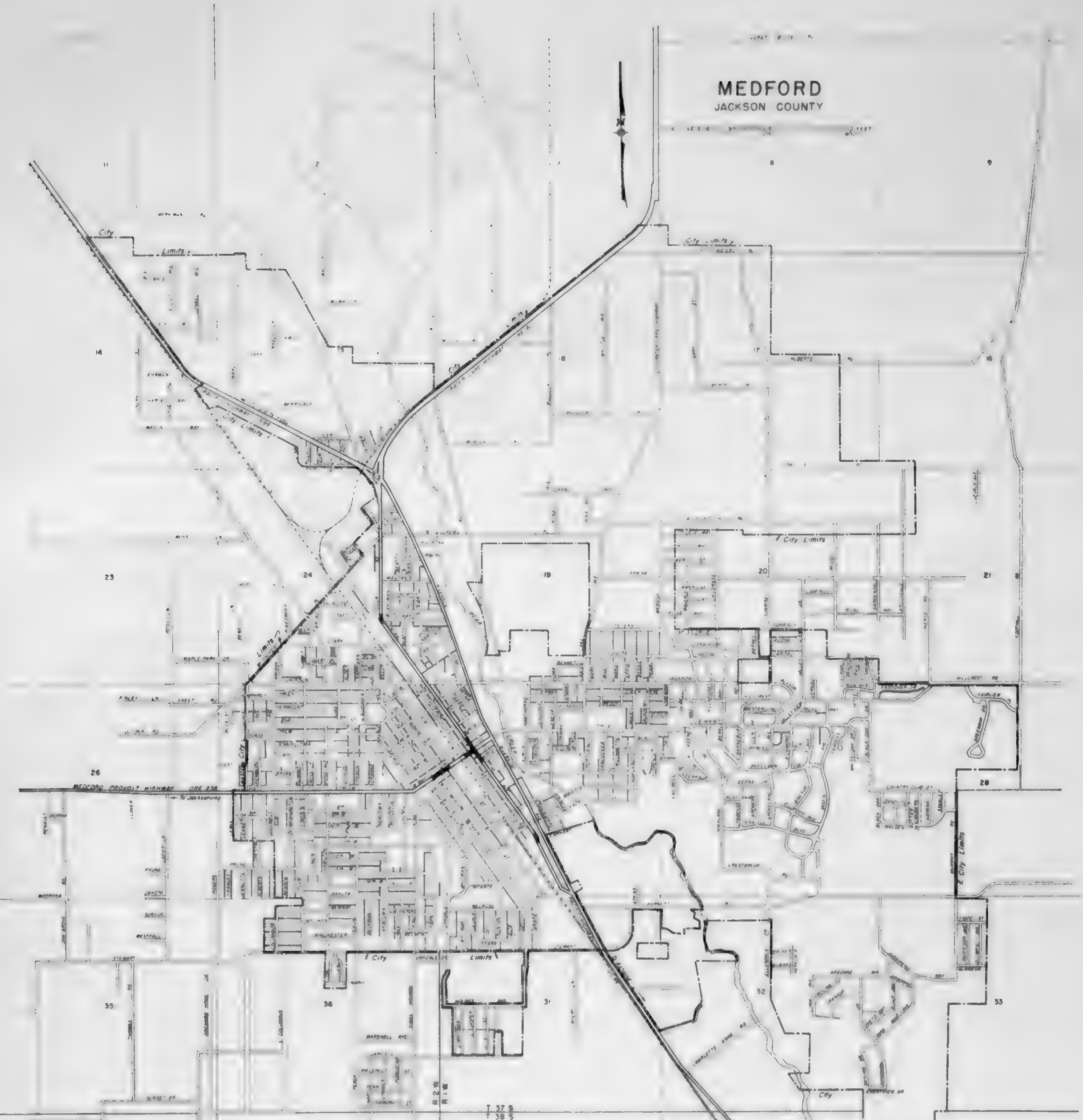
This matter will be on the Highway Commission meeting agenda for May 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe

RLP:ajw hlb



MEDFORD
JACKSON COUNTY

OFFICE OF
THE CITY MANAGER

CITY OF MEDFORD
MEDFORD, OREGON

May 21, 1962

Mr. L. R. Chandler
Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Dear Mr. Chandler:

On May 8, 1962, Victor Wolfe and you were in the City Hall discussing highway matters. One of the matters considered was the proposal for rebuilding gutters in the Central Business District and straightening two traffic hazards on Central Avenue in the City of Medford. At that time you presented an estimate of cost for the work proposed for a total of $52,453.00.

The project would include that part of the business district within the following blocks:

1. Central Avenue from 6th to 8th Streets.
2. Main Street from Central Avenue to Front Street.
3. Main Street from Fir to Holly Streets.

The improvement would include new concrete curbs and gutters with a 6 inch curb face and an 18 inch concrete gutter and a new strip of asphaltic concrete 6½ feet wide, also the installation of some drainage system within the Central Business District and the correction of curve on Central Avenue at Edwards Street and at approximately 13th Street.

This matter was presented to the Council at their meeting on May 17, 1962, and they have instructed us to negotiate with the Oregon State Highway Department to initiate this work. It is our understanding that after this assurance, you will prepare and submit an agreement for the project to the City.

During the course of the development of the specifications, we would suggest that your engineers consult with us. We would like to regulate the extent of the project that can be under construction at one time, the thought being to minimize the traffic congestion and interruption to business that will occur in the business section during the course of this work. We would also like to explore the possibility of doing this work at night, thus minimizing interruption in traffic further.

Very truly yours,

ROBERT A. DUFF
City Manager

RAD:ds

cc: Victor Wolfe
Administrative Asst.

RECEIVED
MAY 22 1962
OREGON
STATE HIGHWAY COMMISSION

medford / oregon
MEDFORD CHAMBER OF COMMERCE
telephone SP 2-6293

May 29, 1962

Bob Duff
City Manager
City Hall
Medford, Oregon

Dear Bob:

With reference to the feeling of the downtown merchants concerning the best time to pave gutters of Central and sections of Main Street we submit the following information: This matter was presented at a meeting of the downtown merchants on Friday May 25. Those present felt that the best possible time for this activity is the earliest possible time during the paving season. In this case as early in June as can be arranged.

Merchants also expressed the hope that some judgement could be used in programming this project so as to minimize conjestion and traffic flow delays. One urged that paving be accomplished a block at a time Another urged that some arrangements be worked out to pave one side of the street at a time on a selected block basis. In any case the merchants hope the city will make every effort to minimize as much as possible traffic flow problems during the project.

Sincerely,

Don McNeil
Manager

DMcN:sh

Original Copy To Morgan
6-20-62

PLAY AND RELAX IN THE ROGUE VACATIONLAND

RECEIVED
MAY 11 1962
FOR FILING
45-1009
6245

Salem, Oregon
May 10, 1962

South Central and Main Street
Drainage Condition
and
Central Ave., vicinity of Edwards
Street and southerly Thirteenth
City of Medford

Mr. R. L. Porter
Assistant State Highway Engineer
Office

Per your instructions, accompanied by L. R. Chandler, I met with Robert Duff, City Manager of Medford; and Vernon Thorpe, City Engineer, Tuesday, May 8, regarding above subject.

On the South Central and Main Street problem, I gave the two gentlemen the costs of the three alternate proposals:

Plan No. 1. with a two-foot-wide strip of concrete plus six feet of asphaltic concrete - cost $38,500.

Plan No. 2, eight-foot-wide portland cement concrete - cost $43,900.

Plan No. 3, type "A" monolithic curb and gutter, with 6½-foot AC adjoining - cost $45,600.

I indicated we would be willing to consider the third plan, which incorporates the monolithic curb and gutter, on a co-operative basis between the City and the State. We went over the plans in detail, and both Mr. Duff and Mr. Thorpe were well pleased with the plans, which would do a good job and also revamps the storm drainage.

I also discussed with them the two minor projects of improving the alignment of Central Avenue in the vicinity of Edwards Street and southerly of 13th Street at a total estimated cost of $6,853. These two minor projects, you will recall, were the two which the City specifically asked that we study.

Based on our discussions, I indicated we would look with favor upon the total package, which amounts to $52,453, on a 75%-25% basis. This would obligate the City in the amount of approximately $13,113.

The representatives of the City indicated they would recommend this combined project favorably on this basis and would advise us by letter.

Mr. Duff wanted to know how soon we could do these projects, and I stated that, while we recognized that they undoubtedly were worth-while projects, our financial situation was not good, and I could give no assurance at this time as to a possible time of construction. I further indicated that we did not want to investigate the possibility of finding the necessary money if the City were not interested in a co-operative project. I did tell Mr. Duff that, should the City want to do these projects, we would do the best we could.

So that there be absolutely no misunderstanding, I reiterate: I gave no indication as to when this construction might be possible. I do believe, however, that, should the City wish to co-operate, we should do everything we can to make these improvements at the earliest possible date. I am quite sure, and Mr. Chandler concurs, that a lot of derogatory criticism would be removed by the accomplishment of these improvements.

This file will be held open pending an official communication from the City Manager's office.

Victor D. Wolfe
Administrative Assistant

VDW:me

cc F. D. Morgan
L. R. Chandler

FORM E-20 50M 11-61 40230

Wolfe

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1962

To:

Mr. R. L. Porter
Assistant State Highway Engineer
BUILDING

SUBJECT: Main Street and Central Avenue
Medford
Pacific Highway
Jackson County

In answer to a request from Victor D. Wolfe, Administrative Assistant, estimates of costs on three alternate plans for improving drainage have been prepared. The proposed work lies between Sixth and Eighth Streets on Central Avenue, between Holly and Fir on Main Street, and between Front Street and Central Avenue on Main Street.

The revised collection system is connected to the present sewer lines. For these estimates, it has been assumed that the present lines are adequate and that relocation of catch basins will not affect the outfall system.

Cost for utility adjustments have not been included in the estimates as data is not available at this time to determine if State responsibility is involved.

All three proposed plans would require placing additional base materials as the existing base is inadeqate. Tests indicate depths varying from three to five inches. Study of the enclosed photographs indicates "pot holing" about six feet from the face of curbs as well as adjacent to the curbs where overflow of gasoline tanks in parked vehicles is cited as the cause of failure.

The first plan studied would place a two-foot portland cement concrete slab eight inches deep adjacent to the present curb leaving a six-inch curb exposure. The present parking lanes would be excavated and adequate base placed and paved with asphaltic concrete. The full width of parking must be replaced to accomodate the additional curb exposure requested. This plan is the most economical as far as initial construction, but maintenance costs probably would be excessive. Tilting and breaking of the narrow slab due to the concentrated loads of parked vehicles is likely and would result in the same problem now existing. Cost of the proposed work is $38,500.

The second plan studied would plan an eight-foot portland cement slab eight inches deep adjacent to the present curb leaving a six-inch exposure. Cost of the proposed work is $48,900.

The third plan studied would replace the existing concrete curbing with Type "A" monolithic curb and gutter section. The present parking areas would be excavated and replaced with base and asphaltic concrete paving. Cost of the proposed work is $45,600.

Of the three plans studied, the third plan appears to be the most desirable. Our present design standards indicate use of monolithic curb and gutter sections where gradients of gutter lines are low. They are economical to maintain and the possibility of "bird baths" is virtually eliminated.

F. D. Morgan
Construction Engineer

GCW:fp

Enclosure

cc Victor D. Wolfe

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Section Medford (Main St. & Central Ave.) Unit 8' of 8" Conc. Sl[illegible]
Highway City Street County Jackson Profile
Length ______ Mile Designer Keyes Draftsman Hildebrandt Date 3/14/62

SUMMARY

Grading & Drainage		$13,498.-
Surfacing		23,747.-
Extra Work:		
Flagging (State Share)	1,500	
Signing & Barricades	2,000	
Illumination		
Seeding		
Mulching		
Subtotal Extra Work		3,500
TOTAL- -		40,745.-
20% Engineering & Contingencies		8,149.-
Structures:		
Subtotal Structures		
Right of Way		
GRAND TOTAL- -		48,894.-

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Section Medford (Main St. & Central Ave) Unit 8'-8" Conc Slab
Highway City Street County Jackson Prefix
Length ____ Mile Designer Beyes Draftsman Hildebrandt Date 8/14/62

ITEMS

Item	Unit	Net	10% Allow	Gross	Price	Amount
Removal of Pavement	Sq.Yd.	3032	303	3,335	0.75	2,501
Removal of Inlets	each	3	1	4	35.00	140
Drainage Excav. Uncl.	Cu.Yd.	425	43	468	4.00	1,872
General Excav. Uncl.	Cu.Yd.	1,598	160	1,758	1.50	2,637
8 inch Sewer Pipe	Lin.Ft.	606	61	667	2.00	1,334
12 inch Sewer Pipe	Lin.Ft.	364	36	400	3.00	1,200
Type "G" Concrete Inlets	each	10	1	11	110.00	1,210
Type "GB" Concrete Inlets	each	1	1	2	125.00	250
Type "A" Manholes	each	2	1	3	350.00	1,050
Extra for Pipe under Pvmt.	Lin.Ft.	296	30	326	4.00	1,304
Coarse Crushed Mat'l in Base	Cu.Yd.	766	77	843	3.25	2,740
3/8"-0 Material in Base	Cu.Yd.	244	24	268	4.75	1,273
Sprinkling	M-Gal	25	3	28	3.00	84
Class "B" Asphaltic Concrete	Tons	77	8	85	12.00	1,020
Portland Cement Pavement	Sq.Yd.	2258	226	2484	7.50	18,630

Page Total 37 245

Prices - June - 2-27-

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Section Medford (Main St & Central Ave.) Unit Asph. Conc. & 2' Conc Slab
Highway City Streets County Jackson Prefix
Length ______ Mile Designer Keyes Draftsman Hildebrandt Date 2/27/62

SUMMARY

Grading & Drainage		13,279
Surfacing		15,268
Extra Work:		
Flagging (State Share)	1500 –	
Signing & Barricades	2000	
Illumination		
Seeding		
Mulching		
Subtotal Extra Work		3,500
TOTAL- -		32,047
20% Engineering & Contingencies		6,409
Structures:		
Subtotal Structures		
Right of Way		
GRAND TOTAL- -		$ 38,456

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

2' Conc. Slab
& Asph. Conc.

Section Medford (Main St. & Central Ave.) Unit
Highway City Street County Jackson Prefix
Length ____ Mile Designer Keyes Draftsman Hildebrandt Date 2/27/62

ITEMS

Item	Unit	Net	10% Allow	Gross	Price	Amount
Removal of Pavement	Sq Yd	2712	271	2,983	0.75	2,237
Removal of Catch Basins	Each	3	1	4	35.00	140
Drainage Excav Uncl	Cu Yd	425	43	468	4.00	1,872
General Excav Uncl	Cu Yd	1725	63	1,788	1.50	2,682
8 inch Sewer Pipe	Lin Ft	606	61	667	2.00	1,334
12 inch Sewer Pipe	Lin Ft	364	36	400	3.00	1,200
Type "G" Concrete Inlets	Each	10		11	110.00	1,210
Type "GB" Concrete Inlet.	Each	1	1	2	125.00	250
Type "A" Manholes	Each	2	1	3	350.00	1,050
Extra for Pipe under Pvmt	Lin Ft	296	30	326	4.00	1,304
Course Crushed Matr'l in Base	Cu. Yd.	1,469	147	1,616	3.25	5,252
3/4"-0 Material in Base	Cu. Yd	147	15	162	3.75	608
3/8"-0 Matr'l in Cushion Cr.	Cu Yd	41	4	45	4.75	214
Sprinkling	M Gal	42	4	46	3.00	138
Aggregate in Binder	Cu Yd	18	2	20	5.50	110
Asphalt in Binder	Ton	3	1	4	75.00	300
Class "B" Asph. Concrete	Ton	404	40	444	9.00	3,996
Portland Cement Pavement	Sq Yd.	564	56	620	7.50	4,650

Page Total 28,547

Prices June 2-27-6

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Type "A" Conc. Curb
3½" AC

Section Medford (Main St & Central Ave.) Unit
Highway City Streets County Jackson Prefix
Length Mile Designer Keyes Draftsman Crouch Date 2/26/62

SUMMARY

Grading & Drainage			16,014
Surfacing			18,471
Extra Work:	Flagging (State Share)	1500	
	Signing & Barricades	2000	
	Illumination		
	Seeding		
	Mulching		
	Subtotal Extra Work		3,500
TOTAL- -			37,985
20% Engineering & Contingencies			7,597
Structures:			
	Subtotal Structures		
Right of Way			
GRAND TOTAL- -			$45,582

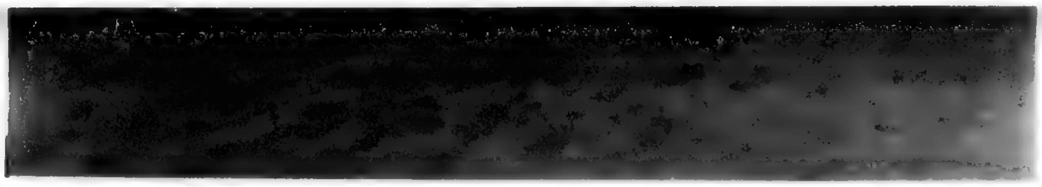
OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

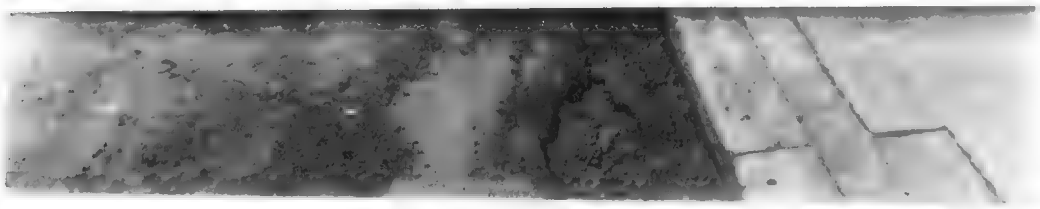
Section Medford (Main St. & Central Ave.) Unit 3 1/2" AC
Highway City Streets County Jackson Prefix
Length ____ Mile Designer Keyes Draftsman Crouch Date 2/26/62

ITEMS

Item	Unit	Net	10% Allow	Gross	Price	Amount
Removal of Pavement	Sq. Yd.	2,712	271	2,983	0.75	2,237.
Removal of Curbs	Lin ft.	2,745	275	3,020	0.50	1,510.
Removal of Catch Inlets	Each	3	1	4	35.00	140.
Drainage Exc., Unclass.	Cu. Yd.	425	43	468	4.00	1,872.
General Exc., Unclass.	" "	1,635	164	1,799	1.50	2,699.
8 inch Sewer Pipe	Lin ft.	606	61	667	2.00	1,334.
12 inch Sewer Pipe	Lin ft.	364	36	400	3.00	1,200.
Type "G" Catch Inlets	Each	10	1	11	110.00	1,210.
Type "GB" Catch Inlets	Each	1	1	2	125.00	250.
Type "A" Manholes	Each	2	1	3	350.00	1,050.
Extra for Pipe Under Pvt.	Lin ft.	296	30	326	4.00	1,304.
Type "A" Conc. Curbs	Cu. Yd.	148	15	163	45.00	7,335
Course Crushed Mat'l in Base	" "	1,561	156	1,717	3.25	5,580.
3/4"-0 Mat'l in Base	" "	159	16	175	3.75	656.
Sprinkling	M-gal	43	4	47	3.00	141.
Aggregate in Binder	Cu. Yd.	20	2	22	5.50	121.
RC-3 in Binder	tons	3	1	4	75.00	300.
Class "B" AC	"	438	44	482	9.00	4,338
Cutting Conc. Walks	Lin. ft.	2,745	275	3,020	0.40	1,208.

Page Total $34,[illegible]





North Side, West Main between Fir and Grape.

Main Street, just west of Central Avenue.

OW!
WE
EDEEM
VER
LLAR
AMPS

In front of Woolworth's on Central Avenue.

Central Avenue, between 6th Street and 7th Street in front of Western Thrift.

FURNITURE

NO PARKING ANY TIME

South side of Main Street west of Fir Street.

On Central Avenue, between 6th Street and 7th Street, adjacent to Andy's Jewelry

South side of Main Street between
Central Avenue and Front Street.

Helsum

CAFE

North Side of Main Street between Grape and Holly Streets.

South side of Main Street, west of Grape Street.

30 MIN
5¢
60 MIN
10¢

FISHING TACKLE

South side of Main Street, East of Holly Street.

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1962

TO Morgan
FOR Recommendation
R. L. PORTER

SUBJECT: City of Medford
South Central and Main Street
Drainage Condition

To: Mr. R. L. Porter
Assistant State Highway Engineer
Office

Pursuant to your instructions, accompanied by Mr. L. R. Chandler, I met with Robert Duff and Vernon Thorpe of the City of Medford re subject.

We had quite a long hassle over this problem, the representatives of the City trying to insist it was strictly a Highway Department problem, with the Highway Department representatives insisting that the traveling public was having no problem--that the problem was strictly local in nature in that it was connected strictly with the parallel parking on the streets.

Representatives of the Highway Department finally won out to the extent that Mr. Duff indicated he would recommend favorably to the City Council a 75 per cent - 25 per cent co-operative project, the 75 per cent, of course, being State participation.

The following points were agreed upon by all concerned:

1. The City Engineer indicated that Main Street between Fir and Front Streets needed no work. This is the block where Main Street crosses the railroad tracks. We concurred in this.

2. The City representatives do not feel that asphaltic concrete pavement clear to the curb line would be satisfactory and made suggestions and requests to which we agreed, as follows:

   a. That we decrease the curb exposure from the proposed seven inches to six inches and decrease the proposed reconstruction width from 10 feet to eight feet. This will give the same transverse slope and decrease the over-all reconstruction width by two feet.

   b. The Highway Department investigate the feasibility of a two-foot strip of concrete pavement abutting the curb line, from the standpoint of its stability and cost.

   c. If the Department determines that the two-foot-wide concrete gutter is not practical from an engineering standpoint, an estimate be prepared removing the existing curb and replacing with a standard monolithic curb and gutter, the gutter to be the standard 18-inch width.

d. Either one or both of the above be compared to the cost of an eight-foot concrete pavement.

These are the three types of construction which the City would insist upon on a co-operative basis. It was the consensus that the cars parallel parking would have the two wheels next to the curb on the concrete, whether it be the two-foot-wide strip as mentioned above or the monolithic curb and gutter, thereby eliminating the possibility of birdbath problems caused by gas spillage.

I advised the City representatives that we would make the necessary study, incorporating estimates.

Victor D. Wolfe

Victor D. Wolfe
Administrative Assistant

VDW:me

cc F. D. Morgan
L. R. Chandler

FORM E-50 50M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1961

SUBJECT: Drainage Condition
South Central and Main Street
City of Medford

To:

Mr. Forrest Cooper
Acting State Highway Engineer
BUILDING

In line with your letter of October 18 on the above subject, I am attaching a copy of a report and study made by the Division Office, a small sketch map of Medford showing in red the area involved, a typical section showing both AC pavement and 8" concrete pavement. The area involved is on both sides of Main Street (Medford-Provolt Highway) between Holly Street and Central Avenue and on Central Avenue (southbound Pacific Highway) between Sixth and Eighth Streets.

Our estimate of cost on this work, which would include some cost for revision of existing drainage to fit the new construction, is $45,000 using Asphaltic Concrete pavement and a cost of $66,000 using Portland Cement Concrete. You will note in the Division report that they have removed and replaced and eight foot section next to the curb which would create a 0.14 per foot cross slope. Our estimated costs are based on a 10 foot section in order to reduce this slope to 0.13 per foot. Also we have estimated on the basis of 8" thickness of Portland Cement Concrete against a thickness of 6" used by the Division which we do not believe would be adequate.

Since we have the responsibility of the maintenance on these streets from curb to curb, I believe that we have some responsibility in correcting this situation. It would be my recommendation, therefore, that as soon as funds are available that we do this reconstruction based on the Portland Cement Concrete pavement.

Poster [illegible]

It is my opinion that due to the extreme steepness of the cross slope and the resultant gasoline seepage from parked automobiles that the reconstruction with asphaltic pavement would be only a short term measure and that eventually the work would have to be redone.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Asst. Construction Engineer

DJB:jd

Attachment

RECEIVED
DEC 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E 20 80M 8 61 2068

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
RECEIVED
NOV 28 1961

Roseburg, Oregon
November 27, 1961

SUBJECT: Drainage Condition
South Central and Main Street
City of Medford

To: Tom Edwards
Construction Engineer
Salem, Oregon

Attention: L. H. Young

For some time now the City of Medford has been requesting that the Highway Department perform certain steps to take care of a drainage condition on streets utilized as State Highways in the City of Medford. Over a period of years it has been necessary to patch these streets to eliminate alligatoring and pot holes. This patching operation has caused a build up of Asphaltic Concrete material until the concrete gutters have been filled to such an extent that the curb exposure has been cut down to as much as 0.18 ft. Due to the excessive crown which exists on these streets, gas tanks of cars parked at the curb have overflowed cutting the asphalt and softening it to a point where pot holing occurs. These potholes have filled with water and cars moving in and out of the curb have splashed pedestrians and store front windows, causing complaints from the local store owners. State Maintenance crews have attempted to patch these pot holes and keep this complaint to a minimum but have been unable to "keep up ". During the summer months the adjacent stores discharge their air conditioning water into the gutters so that water is contained in these potholes the majority of the year. Our contention has been that the City has an inadequate storm sewer system in that there are not enough catch basins to properly handle this flow of water. City officials have refuted this contention and as a result we are forwarding herewith a plan for the correction of this condition.

This plan is broken down into two alternates, one utilizing AC Paving and the other utilizing concrete paving. It is our thinking that to properly correct this situation would require the complete reconstruction of the street between the curbs. However as this is not economically feasible, we feel that it is necessary to provide an eight foot lane next to the curb which will eliminate the pothole. In order to proceed with this work it will be necessary to excavate the existing AC pavement and also further excavation will be necessary to provide a suitable base for resurfacing. As shown on the enclosed sketch map, several tests holes were taken showing a maximum of five inches of rock under the existing AC pavement. The preliminary design from Mr. Decker indicates the need for fifteen inches of base rock under the AC pavement and seven inches under the concrete pavement. We have indicated a six inch concrete

concrete slab rather than the usual eight inch as the area being redone would be the parking area only. As shown on the typical section sheet which is attached, the existing crown is quite heavy and in some places has maximum of 1/10 per foot slope with 0.23 of asphalt in the gutter. By removing this asphalt down to the gutter the maximum slope will be 0.14 per foot. Due to this excessive crown and the gasoline spillage situation, plus the extreme summer heat, this office recommends that concrete be utilized in preference to the AC even though an additional estimated $13,000 is involved.

In removing the excess asphalt from these areas we are creating an additional drainage problem at the intersections. You will note on the sketch, arrows showing the direction of the flow. In many instances this direction will force us to place catch basins at the intersections as shown on the sketch or it will be ncessary for us to perform work on the intersecting street in order to taper the pavement removal in such a manner that the flow will not be blocked. We feel that the extra drainage facilities as we have shown are a bare minimum requirement.

These facilities should be the obligation of the city. I would also point out that we have not eliminated Main Street between Grape and Front. Mr. Thorpe's sketch would indicate no problem exists however the curb exposure through this area is also substandard and it was thought that as long as we were correcting a portion of it that we should do the whole job. We are also including a sum of money for the repair of existing curbs.

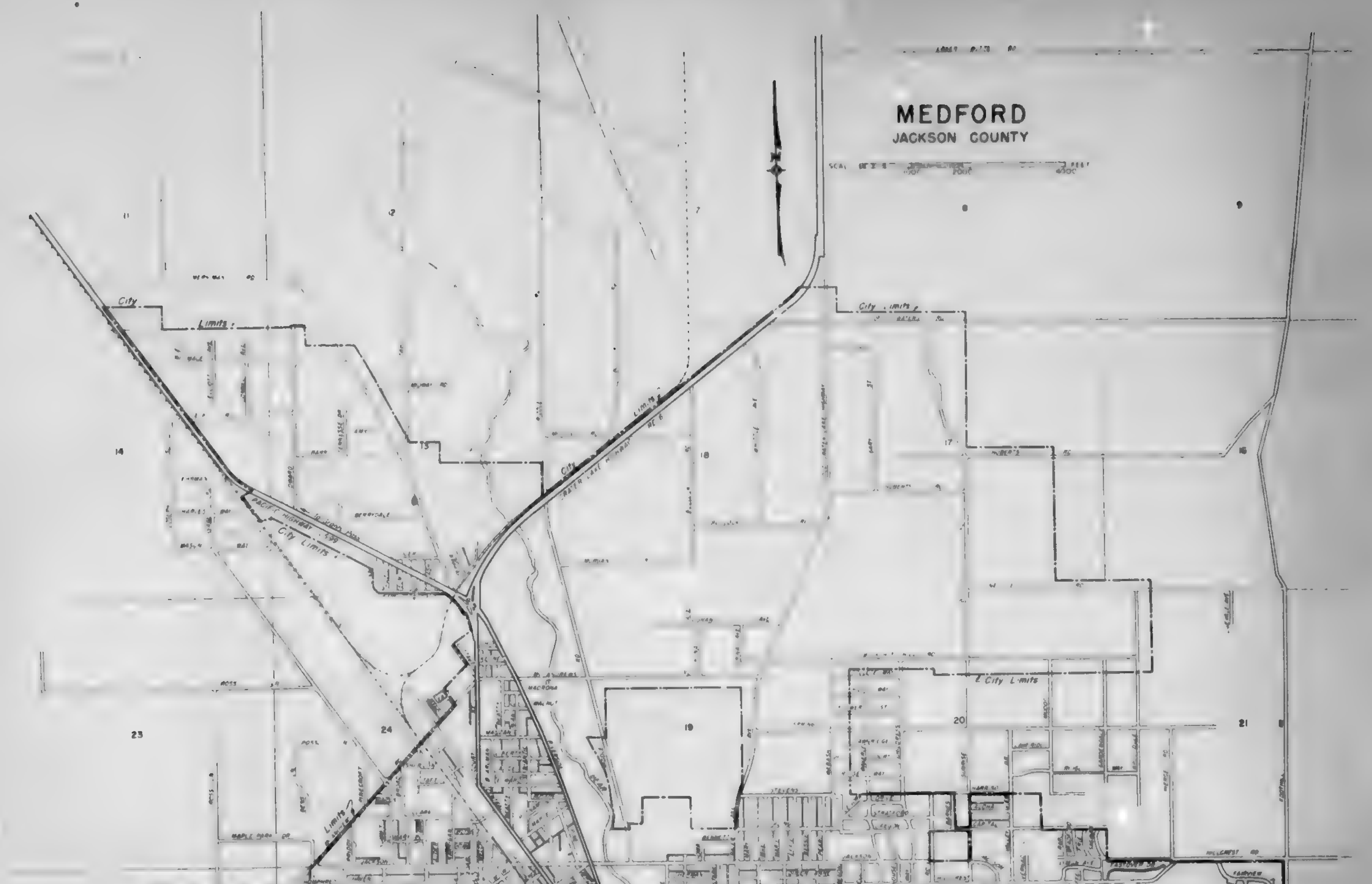
Last summer Mr. Paxson and Mr. Morgan were in Medford and contacted some of the City officials regarding this matter and it was Mr. Paxsons opinion at that time, that we should do no work until such time as the City had provided sufficient drainage installations to properly handle the flow of water.

During the summer of 1960 maintenance crews attempted to cut a narrow trench next to the curb to contain the water but had to halt operations when informed that COPCO had buried the street light cables next to the curb. It will be necessary for these cables to be removed before any work can proceed. Medford officials have advised that the Power Company is there by permission so it will be their obligation to move the cables.

We are submitting the following data concerning this matter:
1 Sketch map, Scale 1" = 50' Separate Cover
1 Sketch map showing location of storm sewers, amount of curb exposure and areas of defective gutters. Separate Cover
2 Estimates of Cost
1 Sheet Typical Section
1 Roll of Cross Sections and Profile Separate Cover
1 Group of Pictures

If we can provide you with more information, please advise.

J F Fulton


MEDFORD
JACKSON COUNTY
City Limits
MEDFORD PROVOLT HIGHWAY ORE 238
To Jacksonville
R 2 W
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T 37 S
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11
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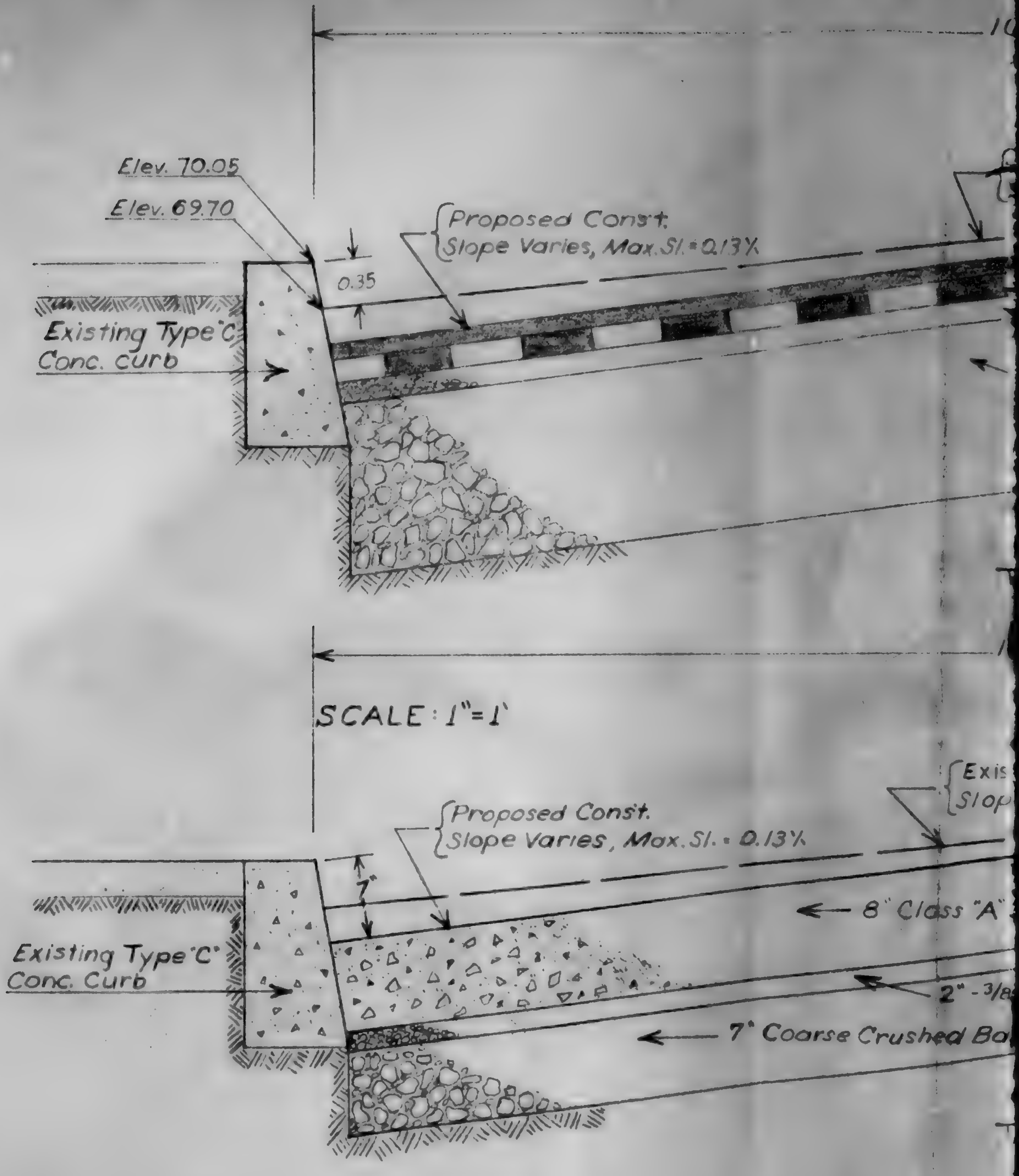
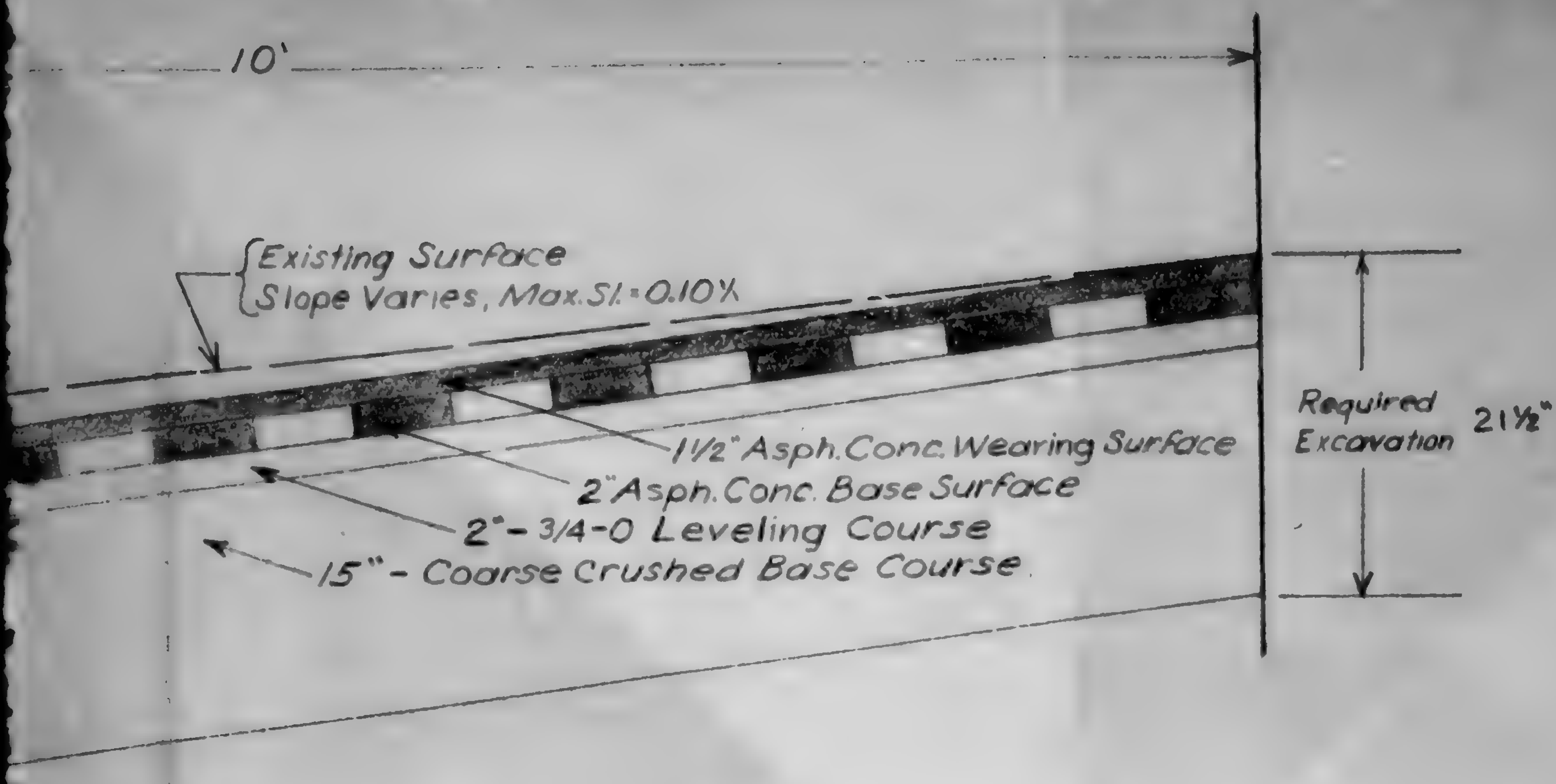
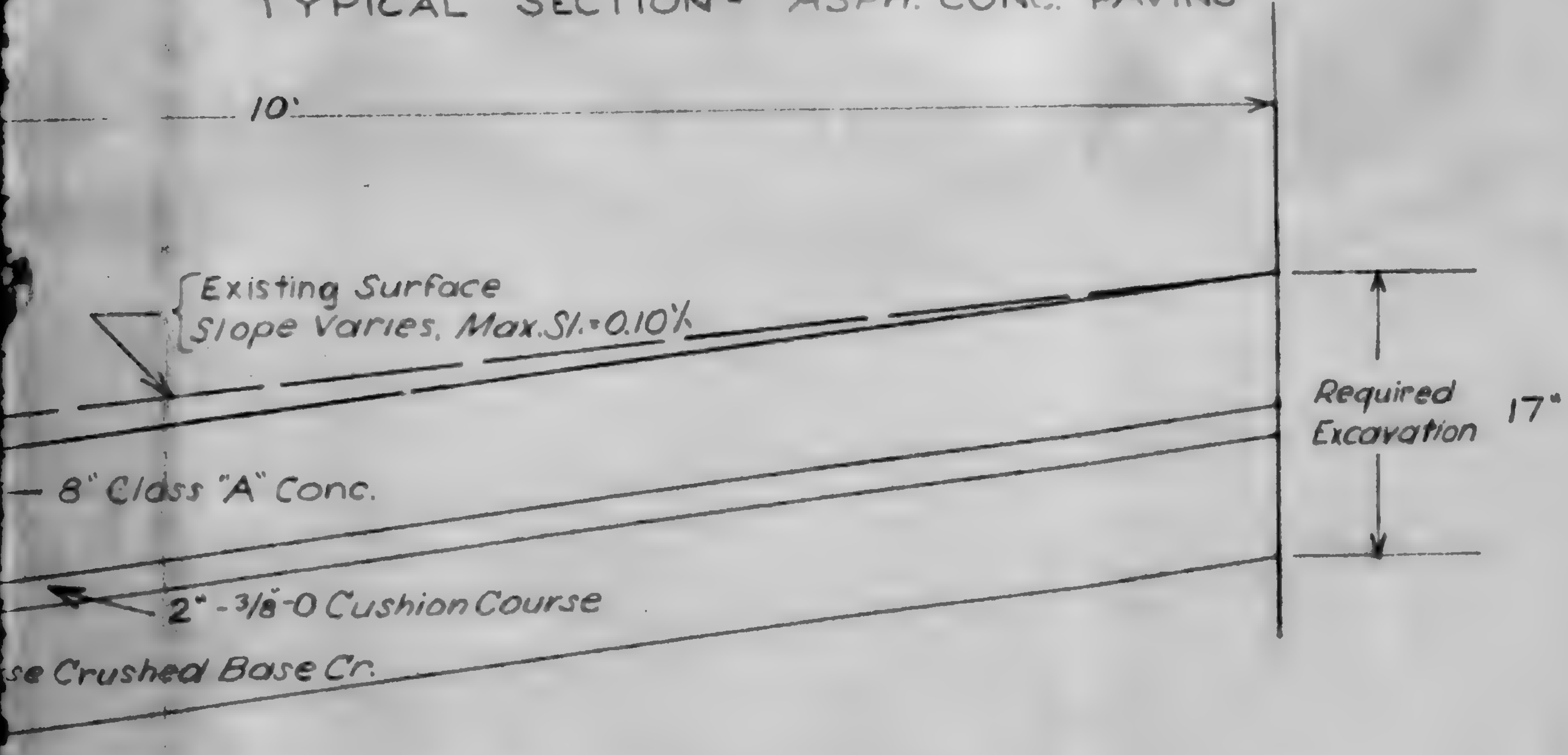


MEDFORD - CITY STREET IM
Scale 1" = 1'
Revised 11-28


10'
Existing Surface
Slope Varies, Max. Sl.=0.10%
1 1/2" Asph. Conc. Wearing Surface
2" Asph. Conc. Base Surface
2"-3/4-0 Leveling Course
15"-Coarse Crushed Base Course.
Required Excavation
21 1/2"

TYPICAL SECTION - ASPH. CONC. PAVING

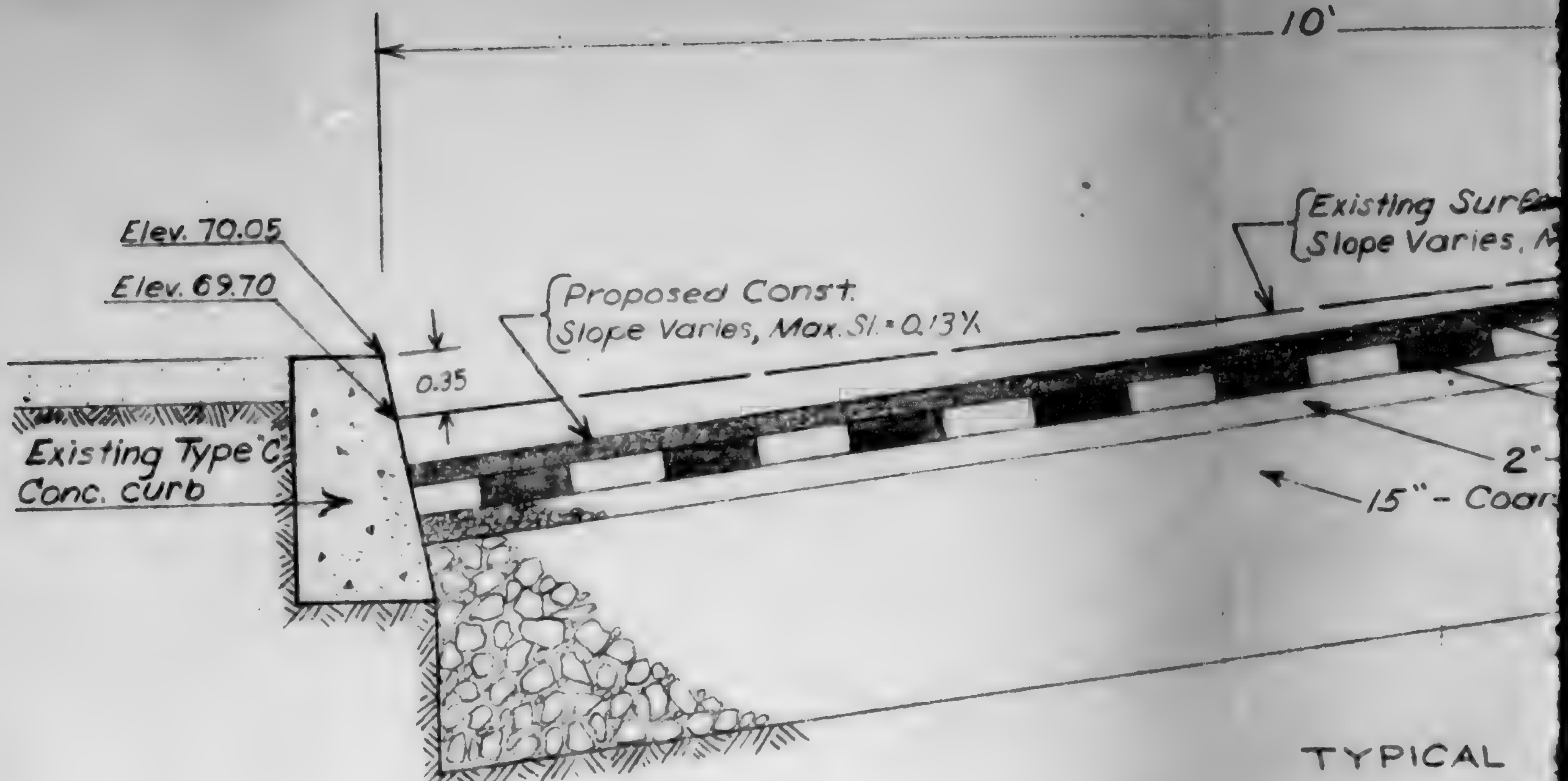


TYPICAL SECTION - CONC. PAVING

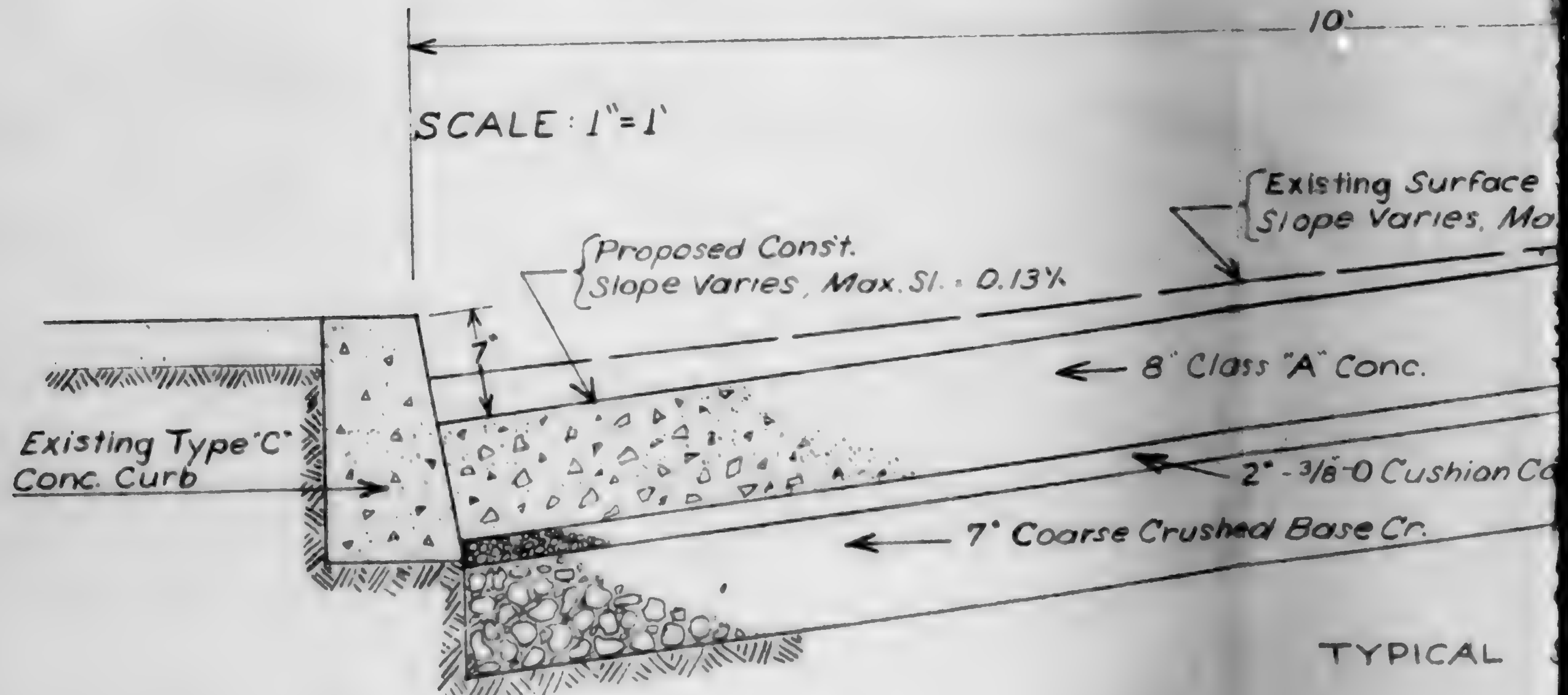
STREET IMPROVEMENT DETAIL.

=1'

ised 11-28-61

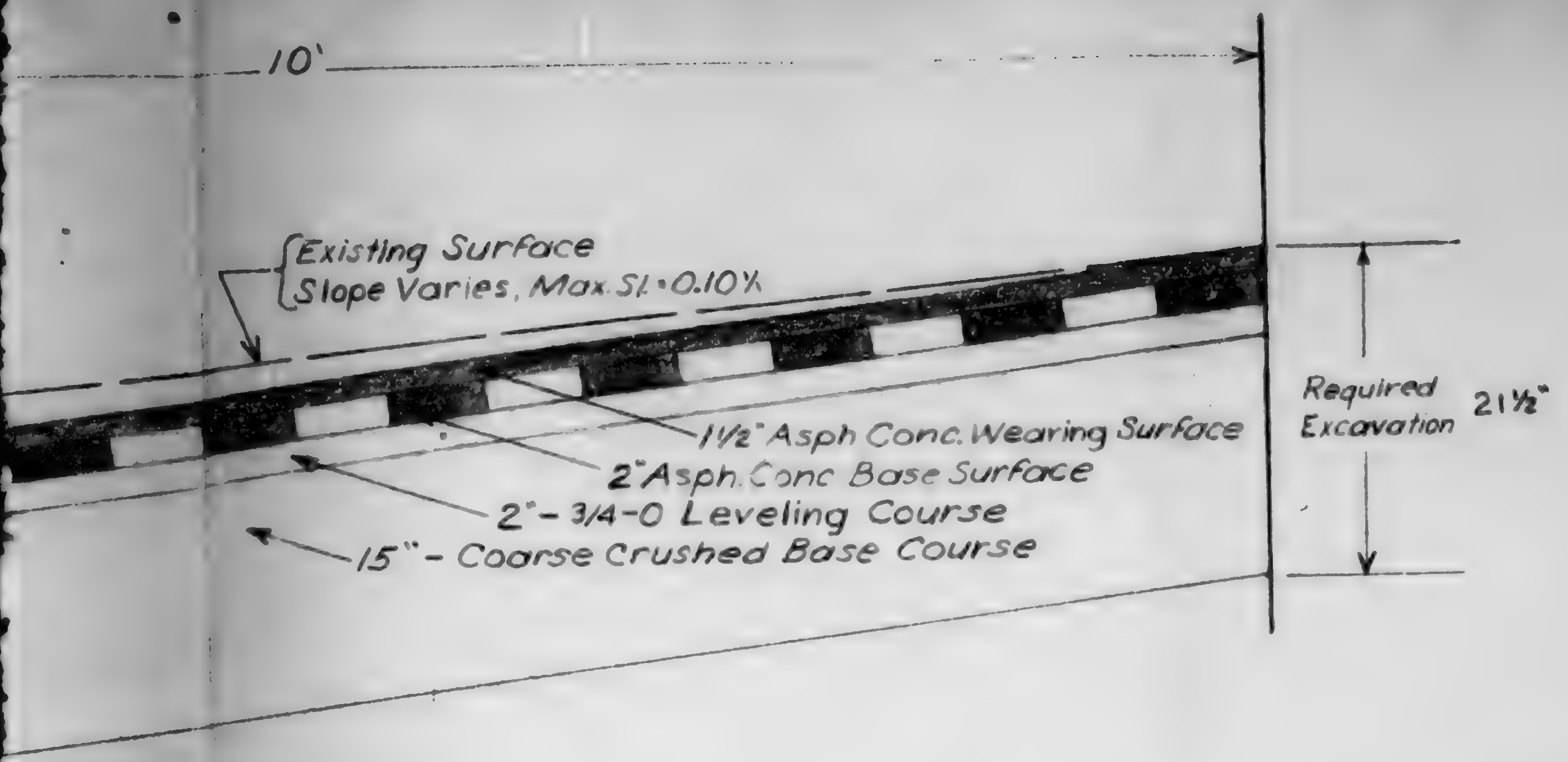


TYPICAL

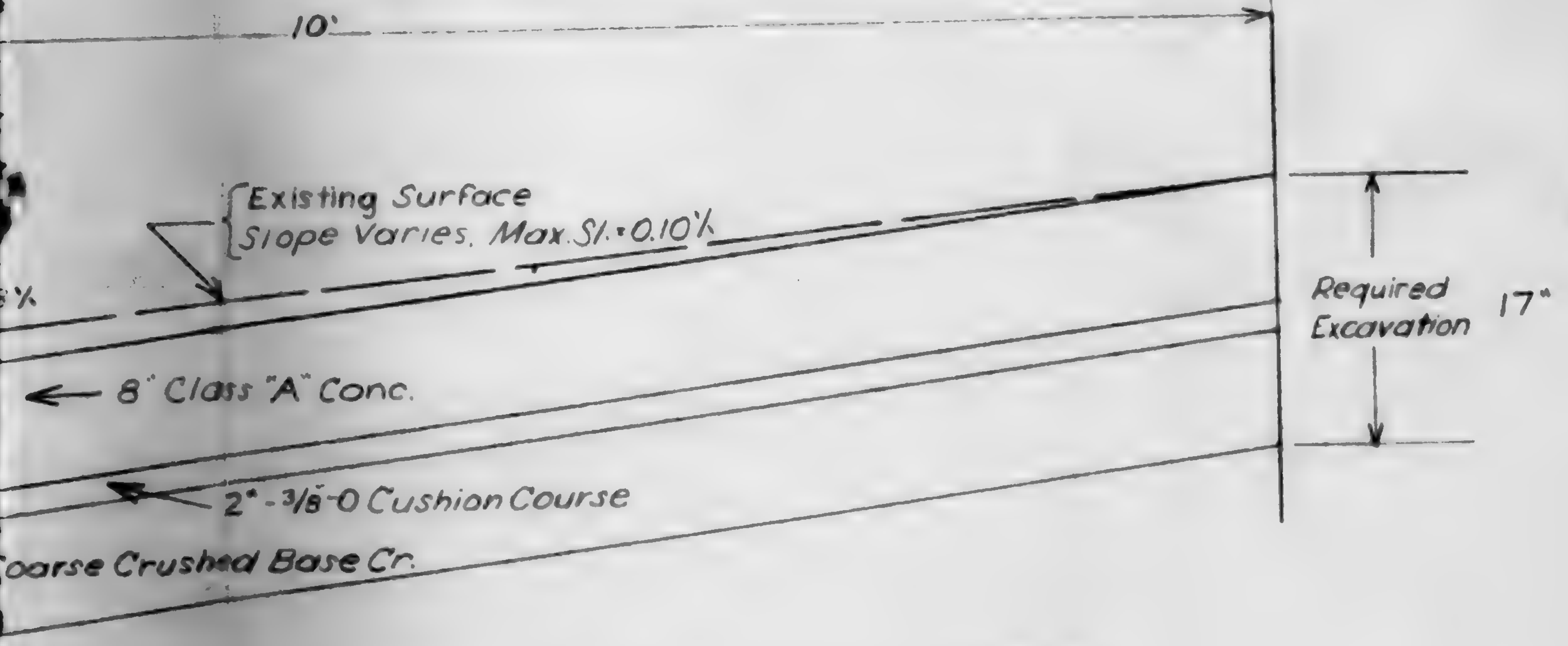


TYPICAL

MEDFORD - CITY STREET IMPROVEMEN
Scale 1" = 1'
Revised 11-28-61


10'
Existing Surface
Slope Varies, Max. Sl.=0.10%
1½" Asph Conc. Wearing Surface
2" Asph. Conc Base Surface
2" - 3/4-0 Leveling Course
15" - Coarse Crushed Base Course
Required Excavation
21½"

TYPICAL SECTION - ASPH. CONC. PAVING



TYPICAL SECTION - CONC. PAVING

TY STREET IMPROVEMENT DETAIL.
1" = 1'
Revised 11-28-61

RECEIVED
DEC 5 1961
FOR FILING

Maint
Drainage
Medford

Salem, Oregon
November 21, 1961

Mr. Tom Edwards
Construction Engineer
OFFICE

On October 18, I wrote you a letter which referred to some curb exposure and drainage problems in Medford.

Will you please give me a report.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

F-003-1(18) Astoria Bridge, Desdemona 1963
Sands Viaduct, US 101
#6246

CXA
2892

U.S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE L AID PROJECT NO.: ee below
STATE PROJECT NO.: See below
COUNTY NAME: Clatsop
PROGRAM STAGE (Check) ☐ 1. ☐ 2.
PROGRAM NO.:
ITEM NO.:

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED:
DATE AUTHORIZATION EFFECTIVE: 7-14-78
FEDERAL ROUTE NUMBER: -----
STATE ROUTE NUMBER: -----

GENERAL LOCATION:
See below

GENERAL DESCRIPTION OF WORK:
Withdraw projects

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Withdraw projects as listed below.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-30-78 I approve the withdrawal of the following listed projects:

UF-003-1(14)	Columbia River Bridge (Astoria) Piers #[illegible]
F-003-1(15)	Columbia River Bridge (Astoria) Riprap #6507
F-003-1(16)	Columbia River Bridge (Astoria) Superstructure #6268
F-003-1(18)	Desdemona Sands Viaduct #6246
U-115(16)	Astoria Bridge Approach (R/W)

NOTED
F. B. KLABOE

7-17

DATE: 7-14-78
SIGNATURE OF APPROVING OFFICIAL:
TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

June 22, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Astoria Bridge Projects
F-003-1(15) - Contract 6527
F-003-1(16) - Contract 6268
F-003-1(18) - Contract 6246
UF-003-1(14) - Contracts 6124 & 6467
U-115(16) - Right-of-Way
Your File HAM.1-OR

We will proceed to close the subject projects prior to June 23, 1978 as requested in your May 31 letter.

Very truly yours,

E. S. Hunter
Technical Services Engineer

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring
Vern Skoog
C. T. Keasey

ESH:ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: May 31, 1978

In reply refer to: HAM.1-OR

SUBJECT: Astoria Bridge Projects
F-003-1(15) — Contr. No: 6527
F-003-1(16) — " " 6268
F-003-1(18) — " " 6246
UF-003-1(14) — " " 6124 - 6467
U-115(16) — " " R/W

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation

We wish to close the subject projects and remove them from our list of completed but unpaid projects. In order to do this we must obtain from you the final vouchers or an indication of what your intentions are in regards to the subject projects.

Please furnish the final vouchers or a statement of your intentions to this office prior to June 23, 1978.

for G. L. Green

6-5-78
Refer to Skoog
by Keasey.

XC: Project Mgt.

WR

Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
RECEIVED
JUN 2 1978
CONSTRUCTION
BRANCH

w

NOTED
F. S. HUNTER

RECEIVED
JUN 5 1978
HIGHWAY ACCOUNTING

RECEIVED
STATE HWY ENGR
JUN - 2 1978
REFER TO
FOR
Info Index R/D D.R. Sign Act File

RECEIVED
TECHNICAL SERVICES
REFER TO
FOR

RECEIVED
REFER TO
FOR

6246

February 24, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Hunter
Deputy State Highway Engineer

SUBJECT Astoria Bridge Projects
Memo of February 11, 1976
1041AD.1

In reply to your subject memo, we do not wish to close the subject projects at this time. We may want to submit final vouchers on these projects in the future based on the outcome of our current financial situation. The projects involved are:

6268	F-003-1(16)	Columbia River Bridge (Superstructure)
6246	F-003-1(18)	Desdemona Sands Viaduct
6467	UF-003-1(14)	Astoria Bridge Piers
	U-115(16)	Astoria Bridge (R/W)

CL:ljt

cc: L. W. Rulien
V. E. Skoog
D. E. Swan

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 11, 1976

In reply refer to: 1041AD.1

SUBJECT: Astoria Bridge Projects
F-003-1(15)
F-003-1(16)
F-003-1(18)
UF-003-1(14)
U-115(16)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We wish to close the subject projects and remove them from our list of completed but unpaid projects. In order to do this we must obtain from you the final vouchers or an indication of what your intentions are in regards to the subject projects.

✓ Please furnish the final vouchers or a statement of your intentions to this office prior to March 1, 1976.

for G. L. Green

PROJECT MANAGEMENT

FEB 12 '76

REFER TO

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			X			

RECEIVED
STATE HWY ENGR

FEB 12 '76

REFER TO [illegible]

✓

NOTED
D. E. SWAN

May 3, 1972

Mr. Robert D. Germann
Manager, Marine Department
Marsh & McLennan, Inc.
1100 Georgia-Pacific Building
Portland, OR 97204

Dear Mr. Germann:

Relative to your April 27 letter, we have, through use of the Oregon State Highway Division price index, determined a replacement value for the portion of the Astoria-Megler bridge covered by the current insurance policy.

The original cost of construction was $22,896,000. The Oregon State Highway Division price index for structures for 1966 was 91.7 and for 1971 the index had increased to 129.4. Prorated to June 1972, the index would be 136.9; thus, the increases from 1966 to June of 1972 would be 49 percent. This, applied to the original construction cost, gives a replacement cost of $34,115,000. The present replacement value of the portion of the bridge involved is $27,292,000.

I trust this is the information you require in order to obtain the best renewal for this structure.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Attachments
cc A. E. Johnson
   F. B. Klaboe
   V. E. Skoog
   W. J. Hart
Floyd Query
RWE:ag ms

ASTORIA BRIDGE
Bridge No. 7949

Bridge Opened to Traffic 7/29/66

Contract No.			Construction Cost	Use
6124	4-1803 (DeLong)	11/5/72 - 4/13/64		
Piers	RWE Estimate of work completed		$ 4,724,406.56	---
		Liquidated Damages	- 330,000	
		Engineering		$ 725,000
	RWE projected total cost had DeLong completed		$ 7,614,422.99	$ 7,614,423
6467	4-1806 (Raymond)	7/30/64 - 12/5/65		
Piers	Final Estimate		$ 5,339,929.32	---
		Liquidated Damages	- 32,000	
6268	4-1805 (U.S. SteelCorp)	12/16/63 - 11/9/66		
Super-structure	Final Estimate		$10,203,343.11	$10,203,343
		Engineering		$ 258,681
6246	4-1804 (P-G)	8/2/63 - 9/15/65		
Viaduct	Final Estimate		$ 3,885,838.43	$ 3,885,838
		Liquidated Damages	- 10,000	
		Engineering		208,992
6499	4-1099(Pacific Conc.)	11/10/64 - 5/27/66		
Oregon Approach	Final Estimate		$ 1,212,493.89	
6527	4-1807(Umpqua R. Navigation Co.)			
Riprap		1/18/65 - 2/27/67		
	Final Estimate		$ 906,587.25	
				$22,896,277

Oregon State Highway Division Price Index	1966	-	91.7
Ave.	1971	-	129.4
Projected to June	1972	-	136.9

Difference = 136.9 - 91.7 = 45.2 = 49%

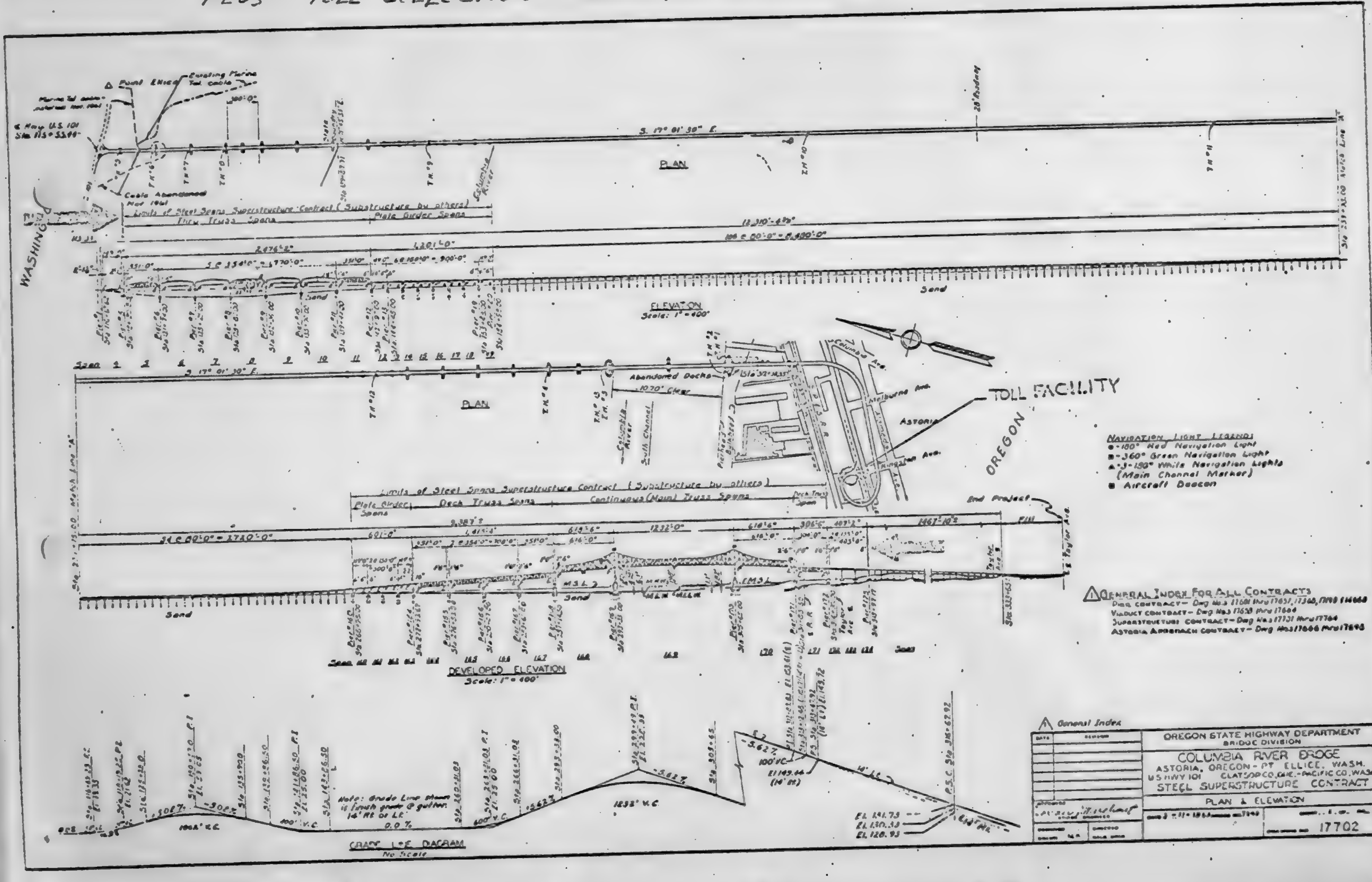
22,896,277 x .49 = $11,219,176

$34,115,453

80% Replacement Value = $27,292,362

LIMITS OF INSURED STRUCTURE

FROM STA 118+21 INCL PIER #5
TO STA 318+97.7 INCL PIER #175
PLUS TOLL COLLECTION FACILITY AT STA 338+50


WASHINGTON
PLAN
ELEVATION
Scale: 1" = 400'
Limits of Steel Spans Superstructure Contract (Substructure by others)
Thru Truss Spans
Plate Girder Spans
Columbia River
South Channel
Abandoned Docks
TOLL FACILITY
OREGON
Astoria
Deck Truss Spans
Continuous (Main) Truss Spans
End Project
Sand
DEVELOPED ELEVATION
Scale: 1" = 400'
GRADE LINE DIAGRAM
No Scale
Note: Grade Line shown is finish grade @ gutter 14' Rt of LC
NAVIGATION LIGHT LEGEND:
● - 180° Red Navigation Light
■ - 360° Green Navigation Light
▲ - 3 - 180° White Navigation Lights (Main Channel Marker)
■ Aircraft Beacon
GENERAL INDEX FOR ALL CONTRACTS
Pier Contract – Dwg Nos 17601 thru 17631, 17365, 17790 thru 14668
Viaduct Contract – Dwg Nos 17628 thru 17604
Superstructure Contract – Dwg Nos 17731 thru 17764
Astoria Approach Contract – Dwg Nos 17666 thru 17698
General Index
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION
COLUMBIA RIVER BRIDGE
ASTORIA, OREGON - PT ELLICE, WASH.
US HWY 101 CLATSOP CO. ORE. - PACIFIC CO. WASH.
STEEL SUPERSTRUCTURE CONTRACT
PLAN & ELEVATION
17702

CABLE ADDRESS: MARMAC
ESTABLISHED 1871
AREA CODE (503) 224-3000

MARSH & McLENNAN, INC.
OF OREGON
INSURANCE
1100 GEORGIA-PACIFIC BUILDING
PORTLAND, OREGON 97204

April 27, 1972

State of Oregon
State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards

Re: ASTORIA-MEGLER BRIDGE
July 29, 1972 expiration

Dear Mr. Edwards:

This is to confirm our phone discussion of April 26, 1972.

The present 80% Replacement Value of the Bridge is $19,597,612.

In order to secure the best renewal rate for the State of Oregon we need to contact Insurance Companies well in advance of the expiration. I am tentatively planning to be in San Francisco next week to begin negotiations for the renewal, and as I mentioned, we need confirmation of the renewal value in our discussions with underwriters.

For a ballpark indication we trended the value in this office using Marshall Stevens and arrived at a trend factor of 1.199 or a revised replacement cost of $29,369,722.

Thanks very much for your assistance.

Very truly yours,

Bob Germann

Robert D. Germann
Manager - Marine Department

RECEIVED
APR 28 1972
BRIDGE DIVISION

RDG/gb

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Walt Hart
RA suggested new value
answer Monday 5/1/72 ✓

RECEIVED
AUG 18 1969

F003-1(1

2416

August 15, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Your File: 08-35.6

Dear Sir:

In reply to your letter of July 23 concerning Oregon Project F-003-1(18), Desdemona Sands Viaduct, Columbia River Bridge at Astoria, it is not our intent to seek participation on the claim settlement or the time overrun which occurred on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:Ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 23, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: F. D. Morgan, Constr. Engr.

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-003-1(18)
Columbia River Bridge at Astoria
Desdemona Sands Viaduct (Contract 6246)

Mr. Morgan's February 24 letter submitted data necessary for our final acceptance of this project. Included in that data was a copy of the Final Estimate which lists all contract bid items, changes, and liquidated damages for 5 days contract time overrun, and a claim settlement payment of $125,676.11.

A search of our files reveals no material regarding these latter two payments. The Final Construction Inspection Report states that the contract overran five and one-half months and that a claim was pending which would be discussed in the Final Report. No information has been forwarded regarding justification for such an extension or the nature of the claim, nor its basis for settlement.

I would like to have our files clear on these two payment items when the Final Report is written accepting the project. Therefore, if you intend to request Federal participation in these payments, it will be necessary for you to submit information on them for our review and evaluation. Otherwise the Final Report will be written in 30 days.

7/25/69
Copies to
Merchant
Gallagher
for Bond
F D

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 2[illegible] 1969
CONSTRUCTION
DIVISION

RECEIVED
JUL 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 25 1969

FOR FILING
F-003-1
[illegible]

ASTORIA BRIDGE
Bridge #7949

Traffic over Bridge 7/29/66

Contract No.			Construction Cost	Use
6124 Piers	4-1803 (DeLong)	11/5/62 - 4/13/64		
	RWE Estimate of work completed		$ 4,724,406.56	---
		Liquidated Damages	- 330,000	
	RWE projected total cost had DeLong completed		$ 7,614,422.99	$ 7,614,423
6467 Piers	4-1806 (Raymond)	7/30/64 - 12/5/65		
	Final Estimate		$ 5,339,929.32	---
		Liquidated Damages	- 32,000	
6268 Super-structure	4-1805 (U.S. Steel Corp.)	12/16/63 - 11/9/66		
	Final Estimate		$10,203,343.11	$10,203,343
6246 Viaduct	4-1804 (P-G)	8/2/63 - 9/15/65		
	Final Estimate		$ 3,885,838.43	$ 3,885,838
		Liquidated Damages	- 10,000	
6499 Oregon Approach	4-1099 (Pacific Conc.)	11/10/64 - 5/27/66		
	Final Estimate		$ 1,212,493.89	
6527 Riprap	4-1807 (Umpqua R. Navigation Co.)	1/18/65 - 2/27/67		
	Final Estimate		$ 906,587.25	
				$21,703,604

Oregon State Hwy. Dept. Price Index 1966 - 352
1969 - 376
Difference 24 = 7% $ 1,519,252

1969 Replacement Value $23,222,856

NOTED
TOM EDWARDS

RECEIVED
FEB 27 1969
FOR FILING

F-003-1(18)

6246

February 24, 1969

Federal-Aid Project Acceptance
Project No. F-003-1(18)

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

Your October 26, 1965 endorsement noted that contract work on Contract No. 6246, Astoria Bridge, Desdemona Sands Viaduct Section, in Clatsop County, Federal-Aid Project No. F-003-1(18) was conditionally acceptable. The State Highway Commission authorized a conditional acceptance of the contract as of February 8, 1966.

An inspection of the corrective piling work at the expiration of the 3-year warranty was made on February 6, 1969. The work was found to be satisfactory and acceptable to the State.

Attached or listed below are the data necessary for your acceptance of the project:

There was no participating work under State
Force Order by State Forces or others.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (H-256)

Your acceptance of this project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: F D Morgan
P. D. Morgan
Construction Engineer

JK:ss

cc: C. H. Maison

RECEIVED
FEB 14 1969

FOR FILES

E-003-1(7)

6246

February 14, 1969

6843

Mr. Larry Gerrman
Bond Department
Insurance Company of North America
222 Sansome Street
San Francisco, California 94104

Dear Mr. Gerrman:

Further acknowledgement is made to your letter of August 27, 1968, and to Mr. Tom Edwards' reply of September 23, 1968, concerning the termination of the bond furnished by your company with a supplemental agreement to Contract No. 6246, Desdemona Sands Viaduct, awarded to J. H. Pomeroy and Company, Inc., and Ben C. Gerwick, Inc., Contractors.

Inasmuch as the contractor has made the necessary repairs as called for in the supplemental agreement and the three-year period has expired since the Highway Commission accepted Contract No. 6246, we hereby terminate this bond as of February 8, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:cr

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Tom Edwards
Mr. Victor D. Wolfe
Mr. Ivan Merchant

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1969

SUBJECT:

To: Mr. Floyd Query, Secretary
State Highway Commission

During the construction of the Astoria Bridge, Pomeroy and Gerwick's construction barge was torn loose from its moorings by a gale and while adrift collided with some piles on the Desdemona Sands Viaduct, Bridge No. 7949, which was under contract to J. H. Pomeroy and Company, Inc. and Ben C. Gerwick, Inc.

Prior to acceptance of the job, repairs were made to the piling by application of a special epoxy compound. As a part of the final acceptance, Pomeroy and Gerwick were required to furnish a bond for a period of three years insuring the adequacy of this correction.

An inspection was made on February 6 which indicates that the correction was and is satisfactory. The bond may therefore be permitted to lapse at the end of its stated period. ✓

Tom Edwards
Assistant State Highway Engineer

TE:ja

Enc.

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

✓
Cec

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1969

SUBJECT: Desdemona Sands Viaduct
Bridge No. 7949
Contract No. 6246

To: Mr. Tom Edwards
Asst. State Highway Engineer
Building

On February 6, accompanied by Mr. G. D. Anderson, I inspected the 7 piling covered by the Pomeroy-Gerwick warranty and found that the epoxy coating below the water surface and in the tide range appeared to be sound. Above the tide range there is evidence of markings and scars caused by rubbing cables and abrasion by boats, but no structural damage to the coating.

This is substantially the condition found on September 17, 1968, when the same piles were examined by our divers and representatives of the Bureau of Public Roads.

There appears to be no reason why the Pomeroy-Gerwick Company should not be released from their bond, and I recommend that it be terminated.

Alfred A. Rear
A. A. Rear
Asst. Bridge Engineer

AAR:jr

RECEIVED
FEB 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1968
FOR FILING

F-663-1[illegible]

6245

September 23, 1968

6843

Mr. Larry Gerrman
Bond Department
Insurance Company of North America
222 Sansome Street
San Francisco, California 94104

Re: Your Bond No. M-44 15 77

Dear Mr. Gerrman:

Reply is made to your letter of August 27 concerning termination of the bond furnished by your company for Contract No. 6246, Desdemona Sands Viaduct, Bridge No. 7949, J. H. Pomeroy and Company, Inc. and Ben C. Gerwick, Inc., contractors.

This bond was furnished under formal agreement with the State Highway Commission. Among the stipulations were: "...Contractor shall, for a period of three years following the formal acceptance of the work performed under Contract No. 6246, upon request of the State Highway Engineer repair any deterioration..." and "...Contractor shall provide a performance bond to State in the sum of $150,000, conditioned upon the faithful performance by Contractor of all the terms and conditions of this supplemental agreement..." and "...Said performance bond shall in no event be terminated without written consent by State."

Inasmuch as this is a formal agreement covering a contract which was accepted on February 8, 1966, we do not consider it appropriate to cancel the bond at this time. This matter will be brought up for formal action near the end of the three-year period.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Cecil Head
Ivan Merchant

TE:ja

cc Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

RECEIVED
SEP 3 1968
FOR FILING

Form FH-12 (4-67)

UNITED STATES GOVERNMENT

Memorandum

F-[illegible]-1(15)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 30, 1968

In reply refer to: 08-35.1/120-FA

TO 6246 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Astoria - Megler Bridge

~~Hold for further word from Simpson~~
File 9-30-68
R.L.

NOTED
R. L. PORTER

Programs have been approved and funds obligated, Stage 2, in the amounts shown below:

U-115(16), Astoria Bridge ROW	1,500
U-F-3-1(14), Astoria Bridge Piers 6467	60,595
F-3-1(15), Riprap Piers - 6527	2,966
F-3-1(16), Superstructure - 6268	77,938
F-3-1(18), Desdemona Sands Viaduct 6246	29,084

The Federal-aid funds obligated ($172,083) are available for reimbursement upon completion of a project agreement. The program was approved at the request of the Washington office as a result of a staff meeting in Administrator Whitton's office on March 28, 1962 following a discussion with you. The amount of Federal funds was left open pending a decision to be made by the State at a later date.

Inasmuch as the funds have been obligated and withdrawn from Federal-aid funds allocated to the State, it is requested that project agreements be executed and vouchers drawn to the extent of the funds you prefer to commit, since the work has been done. This office has no objections to leaving the funds at the level now obligated, but is unwilling to have the funds obligated and not covered by project agreement.

If you desire to be reimbursed to the extent of the obligated funds, an adjustment can be made if considered desirable after the present law suit has been resolved; however, with limited Federal funds presently committed, Federal funds could be collected with less effort by adjusting the present program on the basis of construction costs rather than supplying supporting information on the basis of a court claim.

Please advise concerning your desires in connection with these projects.

RECEIVED
SEP 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 10 1966

FOR FILING

F-003-1 (18)

6246

February 10, 1966

Insurance Company of North America
222 Sansome Street
San Francisco 4, California

Gentlemen:

Contract No. 6246 awarded to J. H. Pomeroy and Co., Inc., and Ben C. Gerwick, Inc., for construction of the Desdemona Sands Viaduct, Astoria Bridge, on the Oregon Coast Highway in Clatsop County was completed on September 15, 1965, and accepted by the Highway Commission on February 8, 1966.

Final payment in the amount of $310, 205.71 will be released to the contractor after February 17, 1966. The total contract amount is $3, 875, 838.43 including $40, 446.53 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc J. H. Pomeroy & Co., Inc.
and Ben C. Gerwick, Inc.
755 Sansome Street
San Francisco 11, California

Marsh, McLennan, Cosgrove & Co.
1 Bush Street
San Francisco, California

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 8 - 1966

FOR FILING
F 002-1(11)

6246

February 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 15, 1965, on Contract No. 6246. The contract was with J. H. Pomeroy & Co., Inc. and was for construction of the Desdemona Sands Viaduct, Astoria Bridge Section of the Oregon Coast Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 8, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
FEB 1 - 1966
FOR FILING

[illegible]

6246

January 31, 1966

J. H. Pomeroy and Co., Inc.
and Ben C. Gerwick, Inc.
755 Sansome Street
San Francisco, California

Gentlemen:

Final inspection has been made by the Bureau of Public Roads on the Astoria Bridge, Desdemona Sands Viaduct Section of the US 101 Highway in Clatsop County, Contract No. 6246, FA Project F-003-1(18).

The contract work has been completed to the satisfaction of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

KMR:er

cc: R. L. Porter
C. H. Maison
I. D. Merchant
L. H. Young

RECEIVED
JAN 27 1966

F-003-1(18)

6246

January 27, 1966

J. H. Pomeroy and Company, Inc.
and Ben C. Gerwick
755 Sansome Street
San Francisco 11, California

Gentlemen:

Please find attached hereto a price agreement which when executed by you will provide for the settlement of the claims arising from construction of the Desdemona Sand Viaduct project, Contract No. 6246, by your company.

Also attached is a copy of my letter dated December 3, 1965 to the Chief Engineer explaining the reasons for the settlement. A copy of this letter will be attached to the various copies of the price agreement in order that the record may be clear.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jwa

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

RECEIVED
MAR 2 - 1966
FOR FILING

F 003-1 (17)

6246

January 26, 1966

J. H. Pomeroy & Co., Inc.
and Ben C. Gerwick, Inc.
755 Sansome Street
San Francisco 11, California

Gentlemen:

The State Highway Commission at its meeting on January 25, 1966, considered an extension of time on Contract No. 6246 for completion of the Desdemona Sands Section of the Astoria Bridge.

The contract specified a completion date of March 31, 1965. The contract was completed on September 15, 1965, an overrun of 168 days.

After considering the recommendation of the Engineer and other available information, the Commission approved an extension of time for 163 days without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc R. D. Asburry
Robert Ellison
I. D. Merchant
L. H. Young
C. H. Maison

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1965

SUBJECT: Pomeroy and Gerwick contract on the Desdemona Sands Section, Astoria Bridge, Contract No. 6246

To: Mr. Tom Edwards
Assistant State Highway Engineer

Building

Under date of December 6, you asked for my advice with respect to our right to (1) defend successfully the retention of $336,000 from the final assessment of the contractor and/or (2) collect any portion of this which we do not hold as a retainage.

The answers to these two questions will be the same for the reason that our right to retain any portion as liquidated damages from the final assessment of the contractor would have the same legal proposition as to our right to collect any portion which we have failed to retain.

Mr. A. Johansen, Staff Attorney, has prepared a memorandum of the law covering the different aspects of this question. It would appear from the memorandum that the law in Oregon is not favorable to our position to successfully retain any liquidated damages from the final payment due the contractor where the State is responsible for any delays which resulted in the contractor's failure to perform within the time provided for in the contract. The case of Inland Navigation Co. v. Pendleton, cited in Mr. Johansen's memorandum, at least by way of dictum, leads to a conclusion that in Oregon no apportionment of such damages can be made where both parties are at fault. We would not, however, be willing to concede that the facts as set forth in your letter to Mr. Cooper, under date of December 3, would bar us from asserting our right to collect liquidated damages as provided for in the contract.

The important aspects of this legal problem arise out of the following facts: How many days is the contractor entitled to have his contract extended by reason of delays caused by us? Does the amount of the liquidated damages provided for in the contract have a reasonable relationship to the damages anticipated would be occasioned us by reason of late performance, at the time the contract was made, and, to a lesser extent, does the amount of liquidated damages bear any relationship to the actual damages suffered so that a determination could be made by a Court that the provision was not, in effect, a penalty and, therefore, not enforcible?

It appears from your letter of December 3, to Mr. Cooper that the contractor has or will within a short time submit a claim for additional compensation for extra work due to changes in plans and specifications for completion of the above-mentioned contract. With that figure in mind, I believe that it is important to first ascertain, with reasonable certainty, how many days the contractor is entitled to have his contract extended by reason of changes made by us. We should then contend that we are entitled to offset against the contractor's claim for additional compensation the liquidated damages for these number of days that were not due to our fault. If it is possible to reduce the contractor's claim by this offset to an amount that we consider reasonable for and on account of the extra work, I believe serious consideration should be given to a compromise of their claim on this basis.

With respect to our actual engineering expenses of $10,500, I believe that this is covered under our liquidated damages of $2,000 per day. Under the facts presented here, I do not believe that we should claim liquidated damages and, in addition, our actual engineering expenses. These damages should probably only be considered in the event no liquidated damages are claimed.

It is believed that the facts presented here do not lend themselves well to support an action in which we would, in effect, be seeking to upset what appears to be the Oregon Law at this time.

G E Rohde

G. E. ROHDE
Chief Counsel

JRP:rh:ja

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Ivan Merchant

FORM E-90 20M 9-61 82919

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1965

SUBJECT: Desdemona Sands Viaduct
Columbia River Bridge
Contract No. 6246
Pomeroy and Gerwick
Liquidated Damages

To: Mr. G. E. Rohde
Chief Counsel

Office

As requested in your interdepartment letter dated December 6, 1965, I have considered the questions stated therein: (1) whether we could successfully defend the retention of $336,000 liquidated damages on this contract; or (2) whether we could collect that sum if not retained from contract earnings.

First, the two questions stated are deemed to be substantially the same. The answer to each depends on whether we have a legally enforceable right to that sum of money, or some part thereof. Tactically, if the attempt is to be made, we would be in a somewhat more advantageous position because by retaining the sum, rather than making full payment and then seeking to get part of it back. This is because the plaintiff in any action has the burden of proof. Thus, if we retain liquidated damages from the contractor, and he is obliged to file suit against the State, the burden is upon the contractor to prove his right to a remission of the same. While it is impossible to evaluate how much difference it might eventually make in this case, in some instances, the outcome of a trial literally depends upon which party has the burden of proof.

It is noted that the contract in question provides for extensions of time by reason of "temporary suspension of work and delays occasioned by error or changes in the plans or quantities or specifications of the contract, failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties. . . ."

According to Mr. Edwards' letter of Dec. 3, addressed to Mr. Cooper, it appears that some fairly substantial part of the 168 days' delay was caused by changes in the specifications, additional load tests, and similar factors for which the State would be deemed responsible. I understand that there may be factual questions as to precisely how much of the total delay is attributable to such causes, but that it is a substantial part, perhaps as much as 69 days. It is reasonably certain that we could not establish a right to liquidated damages for such part of the total delay as can be shown to have been caused by these factors.

It also appears that some 90 days delay was due to the time required for repairs necessitated by a barge breaking loose on December 24, 1964, that some 5 days delay is unaccounted for, and that 4 days delay resulted from a river closure due to the December storm. Although not specifically stated in your letter of December 3, I assume that this latter matter was a closure of the river to navigation by the Coast Guard. As to these delays, the law is different in various jurisdictions, is not altogether clear in Oregon, and our ability to show a right to liquidated damages therefor, under the facts of this case, must be regarded as doubtful at best.

Important facts contributing to this doubt are that by reason of DeLong's default on the pier contract, and the consequent delay in completion of the entire project, the delay by Pomeroy & Gerwick did not actually "inconvenience and be expensive to the traveling public, obstruct traffic, interfere with and delay business and commerce, and increase the cost to the State. . . ." (See Special Provisions, page 20). The only real damage sustained by the State appears to have been the additional engineering expense which, according to your letter of December 6, amounts to some $10,500.

One of the more recent Oregon cases found, which involves a discussion of liquidated damages, decided in 1926, indicates that we could not establish a right to any liquidated damages in this case. Although some other jurisdictions would uphold such right as to delay by causes for which we were not responsible, thus supporting an argument that Oregon should also uphold such right, we would still be in the position of having to attempt to change the present Oregon law, which must be regarded as an uphill battle.

The case referred to is Inland Construction Co. vs. City of Pendleton, 116 Or. 668, 242 Pac. 842 (1926), which involved an issue whether the city was entitled to withhold liquidated damages for delay by a contractor. The plaintiff contractor contended that the delay was due to the city's conduct in changing plans, suspending work, delay in obtaining an easement, etc. On this feature of the case, the court said:

> ". . . The city, in order to enforce the clause relative to liquidated damages, must be free of any act or omission which tended unreasonably to delay or hinder plaintiff in the performance of the contract. Where delays were caused by mutual default of the parties, contract penalties will be regarded as waived, and the court will not attempt to apportion the delays between the contractor and the city /citing authorities/. For such delay or interference as was contemplated by the parties, the plaintiff has no cause to complain, and would not on account thereof be excused from performance within the time specified." 116 Or. at 681 /emphasis added/.

The court also indicated that there was evidence from which it could be found that the contractor was delayed by the city's acts and omissions, and that it was reversible error to grant a nonsuit. The case was remanded for new trial, and there was no holding as to whether any acts of the city actually did contribute to the delay.

The court did say that the contractor could not complain of delay caused by unforeseen difficulties in excavation of rock and laying of concrete, unless progress was retarded as a result of unreasonable interference and supervision on the part of the city engineer.

Another point, more pertinent here, is the following statement by the court:

> "The city extended the time of performance of the contract forty-five days, but we think that is immaterial so far as the right of the city to enforce the clause of the contract relative to liquidated damages is concerned. The question is: Could the contractor have completed the work within the stipulated time had it not been for unreasonable delay caused by the act or omission of the city? If it could have so performed its contract, the city would not be entitled to deduct liquidated damages, notwithstanding the fact that an extension of time was granted. This issue presents a question of fact." 116 Or. at 682.

Under the rule of the Inland Construction case, to the effect that if the owner contributes to the delay to any extent, the liquidated damages are waived and cannot be enforced, see also Peter Kiewit Sons' Co. vs. Pasadena City Jr. College District, 28 Cal.R. 714, 379 P.2d 18 (1963); 5 Williston, Contracts (3rd Ed. 1961), Sec. 789, p. 764; Cohen, Public Construction Contracts and the Law (F. W. Dodge Corp., 1961), p. 226, citing U. S. vs. United Engineering & C. Co., 234 U.S. 236 (1914); U. S. vs. John Kerns Const. Co. (C.C.A. ____, 1944), 140 F.2d 792.

Under some decisions in other jurisdictions, there is another reason why we might be wholly precluded from collecting liquidated damages. Although it is generally held not necessary to prove the amount of actual damages in order to collect liquidated damages, if it is shown that no actual damage is sustained, no liquidated damages will be allowed. It was so held in Massman Construction Co. vs. City Council of Greenville, Miss. (C.C.A. 5, 1945), 147 F.2d 925, a case remarkably similar to the present case on the facts.

In the Massman case, a toll bridge substructure contractor sued the city for remission of liquidated damages. The contract provided that "delay in completion will cause interference with traffic and losses, such as lost earnings, interest in investment, administration expenses and other tangible and intangible loss and will incommode the public. To cover partially such losses and expenses, the Owner shall have the right to deduct. . . .," etc. The contract further provided that the $250.00 per day deduction for late completion "which sums shall represent the actual damages which the Owner will have sustained per day by failure of the Contractor to complete the work within the time stipulated and this sum is not a penalty but a stipulated damage the first party will have sustained. . . ."

It appeared that the western end of the bridge was in the state of Arkansas, which state had agreed to build the westerly approach road. After the entire bridge had been finished, the opening was delayed for at least 30 days because of Arkansas' failure to have the approach road completed. The trial court denied plaintiff's right to recover the liquidated damages withheld from its earnings, and the court of appeals reversed, stating that:

> "The quoted provisions of the contract show that the parties intended to provide for liquidated damages to cover partially

> 'losses, such as lost earnings, interest in investment, administration expenses and other tangible and intangible loss' that would be 'caused by a delay in completion' with the consequent delay in beginning the operation of the bridge. Even though we assume that the contract provided for liquidated damages instead of a penalty, nevertheless, the intent and purpose of the provision was to guard the City against a delay in opening the bridge and against only such losses as the parties anticipated would be caused by a delay in completion of Appellants' contract.
>
> "The term 'actual damages' used in the second paragraph above quoted has reference to actual damages which the parties to the contract presupposed would be caused the City by the delay in the operation of the bridge as a result of the failure of the appellant to complete its contract within the time provided, but if the contingency upon which the presupposition is based never happens, the presupposition must vanish.
>
> "There were no losses caused to the City by the delay in the completion of the piers or the bridge, because the bridge was completed in its entirety thirty or more days before there was a road to the bridge on the Arkansas side." 147 F.2d at 927.

In the *Massman* case the contractor also claimed that the city misrepresented foundation conditions. The conditions found were not as shown on the contract data, and it was necessary to sink one of the piers to a depth of 81 feet, instead of the 65 feet shown on the plans, which change required 24 days additional time. The court said that while the contractor probably could not have recovered for extra work on account of the erroneous data, ". . . the delays and difficulties encountered due to misleading or inadequate information furnished by the City may appropriately be considered by a court of equity . . . in determining whether allowing the City to retain the sums in question would constitute the collection of liquidated damages or the infliction of a penalty." 147 F.2d at 927, 928. The court concluded that under all the facts and circumstances, enforcement of the liquidated damages clause would be (1) inequitable and unreasonable, and (2) would constitute the infliction of a penalty.

The first ground of decision in the *Massman* case, to the effect that liquidated damages cannot be collected when no actual damage has been sustained, was also applied in at least two other cases, not involving construction contracts, decided by the Federal Court of Appeals for the Ninth Circuit. *Northwest Fixture Co. vs. Kilbourne & Clark Co*. (C.C.A. 9, Wash., 1904), 128 Fed. 256; *Rispin vs. Midnight Oil Co*. (C.C.A. 9, Calif., 1923), 291 Fed. 481.

In the *Rispin* case, supra, the court said:

> "Keeping in mind that the complaint does not allege that plaintiff has suffered any damage and that the defendants' answer expressly avers that plaintiff did not suffer any damage at all,

> it is not necessary to decide whether the clause is to be read as a penalty or as one for liquidated damages, for the reason that, even granting that it must be read as for liquidated damages, it will not be enforced, where no damage whatever has been sustained." 291 Fed. at 484.

Since we can apparently show that we sustained some actual damage, in the form of additional engineering expenses, it may be that the rule of the Massman, Northwest Fixture Co., and Riskin cases, supra, is not strictly applicable to the instant case. However, the wide variance between $336,000 liquidated damages and $10,500 actual damages may be sufficient to cause the same result, for slightly different reasons.

It seems to be universally held that if the purported liquidated damage clause is actually a penalty, it cannot be enforced. Massman Construction Co. vs. City Council of Greenville, Miss. (C.C.A. 5, 1945), 147 F.2d 925; U. S. vs. C. J. Martin Lbr. Co. (C.A. 5, 1957), 246 F.2d 58; Southwest Engineering Co. vs. U. S. (C.A. 8, 1965), 341 F.2d 998; U. S. vs. Kanter (C.C.A. 8, 1943), 137 F.2d 828; Werbin, Legal Cases for Contractors, Architects and Engineers (Central Book Co. Inc., 1961) page 181.

One of the factors to be considered is whether the amount of liquidated damages provided for in the contract is wholly disproportionate to the actual damages reasonably anticipated. In Oregon, as elsewhere, the provision will be held unenforceable as a penalty, if the sum stipulated is unreasonable, Electrical Products Corp. vs. Ziegler Stores, 141 Or. 117, 10 P.2d 910, 15 P.2d 1078 (1932); or if the stipulated sum loses sight of the principle of compensation, Alvord vs. Banfield, 85 Or. 49, 58, 166 Pac. 549 (1917); or if it so manifestly exceeds the actual injuries as be unconscionable, Hull vs. Angus, 60 Or. 95, 106, 118 Pac. 284 (1911); Salem vs. Anson, 40 Or. 339, 67 Pac. 190 (1902).

In the present situation, the fact that we could presumably show no more than $10,500 actual damages resulting from delay for a period for which, under the contract, $336,000 is chargeable as liquidated damages, might be deemed a strong indication that, as so applied, the clause would inflict a penalty rather than true liquidated damages. The wide variation between the liquidated and the actual damages might be regarded as sufficient to "shock the conscience of the court," even in the case of a court without an unduly sensative conscience. See Hull vs. Angus, supra.

Another complicating factor, this one tending to indicate that recovery of some portion of the liquidated damages might be allowed, is that under the majority view, regardless of the amount of actual damages caused by the delay or other breach of the contract, if the amount stipulated appeared reasonable as of the time the contract was entered into, the provision is enforceable. In other words, the reasonableness of the amount set is to be determined as of the time the contract was entered into, and not at the time of the breach or some later time. For example, the extreme application of this rule may be found in Southwest Engineering Co. vs. U. S. (C.A. 8, 1965), 341 F.2d 998, where it held that the government could retain liquidated damages, even though it was stipulated by the litigants that the contractor's delay caused no actual damage whatever to the government. See also, Wood Naval Stores Export Ass'n vs. Latimer (Miss., 1954) 71 So.2d 425.

It appears that this general principle, that reasonableness of the amount of liquidated damages is determined as of the time the contract was entered into, has been recognized by the Oregon court in Secord vs. Portland Shopping News, 126 Or. 218, 269 Pac. 228 (1928).

The Secord case involved an action by a former employee for the breach of a written contract, which provided that the employer could terminate the contract at any time without reason, in which event it would pay the plaintiff $1,000. In affirming a judgment in that amount, the court said:

> "It is, of course, well established that a contract may fix the sum to be paid in the event of a breach, provided the sum is in fact compensation for damages. But, generally, a contract cannot embrace a penalty so as to render performance more certain /citing authority/. In determining whether any particular stipulation is to be regarded as one fixing a penalty, or whether it really liquidates the damages, the adjudicated cases present us with an abundance of rules to guide our determination. For instance, the situation must be appraised as of the time when the contract was effected, and not as it appears at some other time /citing authority/." 126 Or. at 223.

Under this approach, it could be argued that since, in 1963 when the contract was awarded, it was reasonably anticipated that delay on this contract would delay the entire projec' and thus inconvenience the public, etc., we can collect the liquidated damages although no substantial actual damages were sustained. However, the opposing view, as best represented in the Massman case, has much to support it from the standpoint of logic, and it is believed that our Supreme Court might decide either way on this point. It should be noted that in the Secord case, supra, the Oregon court was not called upon to consider the effect of any substantial difference between the damages contemplated at the time of the contract, and those actually sustained.

Another consideration, relied on by some authorities, tending to show that some recovery or retention of liquidated damages might be permissible here, is that although the "nonapportionment rule, as followed in the Inland Construction case, and others cited above, appears to be the rule in a majority of jurisdictions, it also appears to be generally recognized that if the contract expressly so contemplates, delays will be apportioned, and the owner will be allowed to collect liquidated damages for so much of the delay as he was not responsible for. In this connection, a provision for a time extension for specified causes, such as is found in this contract, is regarded as contemplating apportionment of delay damages. Cohen, Public Construction Contracts in the Law, (F. W. Dodge Corp., 1961), 220, 221; 5 Williston, Contracts (3rd Ed., 1961) Sec. 789, pages 765, 766, and cases there cited.

In Massachusetts and Texas, it appears that regardless of the presence or absence of a time extension clause, damages from delays will be apportioned according to the fault of the parties. Cohen, Ibid, page 226, citing: Wallis vs. Inhabitants of Wenham (Mass., 1910), 90 N.E. 396; Bedford-Carthage Stone Co. vs. Ramey (Texas Civ. App., 1930), 34 S.W. 2d 387.

However, it should be recalled that the Oregon court in the Inland Construction Company case held that a time extension made no difference. Since an extension of time for a part of the delay was granted in that case, it seems a safe assumption that the contract had a provision for time extensions. But, the court nevertheless held that if the city caused any of the delay, the liquidated damage clause was deemed waived, and would not be enforced. Thus, existing law in Oregon seems to be that if the owner causes any part of the delay, the maximum recovery is the actual damages arising from the delay not caused by the owner, and liquidated damages will not be allowed for any part of the delay.

In summary, although some authorities would recognize a right to liquidated damages for such part of the delay as the State is not responsible for, it appears probable that such right could not be established in this case for one or more of the following reasons:

(1) The State caused a part of the delay, therefore the liquidated damage clause is waived, and damages will not be apportioned, regardless of whether a time extension was contemplated, requested, or granted. This appears to be the present law in Oregon.

(2) The liquidated damages stipulated in the contract bear no reasonable relationship to the actual damages and the clause, as here applied, would be deemed a penalty.

(3) Even if not a "penalty" clause, it cannot be enforced because it is clear that no substantial actual damage was sustained.

In conclusion, I would not be willing to concede for the purpose of compromising the Pomeroy-Gerwick claim for additional compensation that the rule announced in Inland Nav. vs. Pendleton, supra, bars us from asserting our claim for liquidated damages. It does, however, make such a claim uncertain. If a settlement satisfactory to the department can be arrived at giving credence to a portion of our claim to liquidated damages, it probably should be accepted. The facts surrounding our claim to such damages do not lend themselves well to support a suit in the Supreme Court to upset what appears to be the rule in Oregon. Harsh facts lead to bad law.

Respectfully submitted,

AL JOHANSEN
Staff Attorney

AHJ:ks;hg

RECEIVED
JAN 27 1966

FOR FILING
F-003-1 (18)
6246

FORM E-50 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1966

SUBJECT: Release Contract No. 6246
Astoria Bridge

To: Mr. Tom Edwards
Asst. State Highway Engineer
OFFICE

Herewith is a form of release prepared by Mr. Johansen in the Pomeroy-Gerwick contract on the Astoria Bridge. This was prepared without information as to the semi-final estimates which may since have been completed. If so, it may be appropriate to reword the release to cover the final estimates.

If you desire we could have a conference with Mr. Patterson and Mr. Johansen present to iron out details.

G. E. ROHDE
Chief Counsel

GER:dm

There is also the matter of the side agreement we have relative to the damaged piers which were repaired and in which the contractor has responsibility

NOTED
TOM EDWARDS

RECEIVED
JAN 13 1966
FOR FILING

F-002-1(5)

6246

January 13, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 8
January 25, 1966 meeting

Gentlemen:

J. H. Pomeroy, Inc. and Ben C. Gerwick have completed work on the Desdemona Sands Section of the Astoria Bridge under Contract 6246. The contract specified that the work should be completed on March 31, 1965. The project was actually completed on September 15, 1965, an overrun of 168 days.

The contract required the use of large hollow prestressed concrete piling. This Department had not previously used this type of construction and the specifications prepared for the driving caused some complications. During the early phases of work (basically, the months of October, November, and December, 1963) it was necessary to do some experimentation to assure that full bearing values were obtained on each pile. During this time, the contractor's production was slower and required more time than one could reasonably anticipate in bidding work of this type. During the early period, the contractor was able to drive an average of 3.25 piles per day, while after procedures became fixed and proper bearing values assured, he was able to increase to an average of 4.5 piles per day.

The contractor claims, and justifiably so, that this delay and inconvenience at the start of the project forced some of his operations into the bad weather in the winter of 1964-65, which further delayed the project.

Further, it is our best estimate that even with the late completion date, the bridge could not be used for any purpose whatsoever for at least an additional six months.

I recommend an extension of time for 163 days, which will leave five days on which liquidated damages of $2,000 per day will be assessed. This $10,000 sum to be retained is equal to or in excess of the actual engineering costs experienced by the State.

This matter will be on the agenda for the January 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
G. E. Rohde
I. D. Merchant
C. H. Maison
L. H. Young
R. D. Asburry

TE:jwa/RLP:ms bg

FORM E-90 [illegible]

RECEIVED
DEC 31 1965

FOR FILING
P-003.1 ([illegible])
6246

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
R. L. PORTER

Salem, Oregon
December 29, 1965

SUBJECT: Desdemona Sands Viaduct
Columbia River Bridge
Contract No. 6246
Pomeroy and Gerwick
Liquidated Damages

To: Mr. G. E. Rohde
Chief Counsel

Office

As requested in your interdepartment letter dated December 6, 1965, I have considered the questions stated therein: (1) whether we could successfully defend the retention of $336,000 liquidated damages on this contract; or (2) whether we could collect that sum if not retained from contract earnings.

First, the two questions stated are deemed to be substantially the same. The answer to each depends on whether we have a legally enforceable right to that sum of money, or some part thereof. Tactically, if the attempt is to be made, we would be in a somewhat more advantageous position because by retaining the sum, rather than making full payment and then seeking to get part of it back. This is because the plaintiff in any action has the burden of proof. Thus, if we retain liquidated damages from the contractor, and he is obliged to file suit against the State, the burden is upon the contractor to prove his right to a remission of the same. While it is impossible to evaluate how much difference it might eventually make in this case, in some instances, the outcome of a trial literally depends upon which party has the burden of proof.

It is noted that the contract in question provides for extensions of time by reason of "temporary suspension of work and delays occasioned by error or changes in the plans or quantities or specifications of the contract, failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties. . . ."

According to Mr. Edwards' letter of Dec. 3, addressed to Mr. Cooper, it appears that some fairly substantial part of the 168 days' delay was caused by changes in the specifications, additional load tests, and similar factors for which the State would be deemed responsible. I understand that there may be factual questions as to precisely how much of the total delay is attributable to such causes, but that it is a substantial part, perhaps as much as 69 days. It is reasonably certain that we could not establish a right to liquidated damages for such part of the total delay as can be shown to have been caused by these factors.

It also appears that some 90 days delay was due to the time required for repairs necessitated by a barge breaking loose on December 24, 1964, that some 5 days delay is unaccounted for, and that 4 days delay resulted from a river closure due to the December storm. Although not specifically stated in your letter of December 3, I assume that this latter matter was a closure of the river to navigation by the Coast Guard. As to these delays, the law is different in various jurisdictions, is not altogether clear in Oregon, and our ability to show a right to liquidated damages therefor, under the facts of this case, must be regarded as doubtful at best.

Important facts contributing to this doubt are that by reason of DeLong's default on the pier contract, and the consequent delay in completion of the entire project, the delay by Pomeroy & Gerwick did not actually "inconvenience and be expensive to the traveling public, obstruct traffic, interfere with and delay business and commerce, and increase the cost to the State. . . ." (See Special Provisions, page 20). The only real damage sustained by the State appears to have been the additional engineering expense which, according to your letter of December 6, amounts to some $10,500.

One of the more recent Oregon cases found, which involves a discussion of liquidated damages, decided in 1926, indicates that we could not establish a right to any liquidated damages in this case. Although some other jurisdictions would uphold such right as to delay by causes for which we were not responsible, thus supporting an argument that Oregon should also uphold such right, we would still be in the position of having to attempt to change the present Oregon law, which must be regarded as an uphill battle.

The case referred to is Inland Construction Co. vs. City of Pendleton, 116 Or. 668, 242 Pac. 842 (1926), which involved an issue whether the city was entitled to withhold liquidated damages for delay by a contractor. The plaintiff contractor contended that the delay was due to the city's conduct in changing plans, suspending work, delay in obtaining an easement, etc. On this feature of the case, the court said:

> ". . . The city, in order to enforce the clause relative to liquidated damages, must be free of any act or omission which tended unreasonably to delay or hinder plaintiff in the performance of the contract. Where delays were caused by mutual default of the parties, contract penalties will be regarded as waived, and the court will not attempt to apportion the delays between the contractor and the city /citing authorities/. For such delay or interference as was contemplated by the parties, the plaintiff has no cause to complain, and would not on account thereof be excused from performance within the time specified." 116 Or. at 681 /emphasis added/.

The court also indicated that there was evidence from which it could be found that the contractor was delayed by the city's acts and omissions, and that it was reversible error to grant a nonsuit. The case was remanded for new trial, and there was no holding as to whether any acts of the city actually did contribute to the delay.

The court did say that the contractor could not complain of delay caused by unforeseen difficulties in excavation of rock and laying of concrete, unless progress was retarded as a result of unreasonable interference and supervision on the part of the city engineer.

Another point, more pertinent here, is the following statement by the court:

> "The city extended the time of performance of the contract forty-five days, but we think that is immaterial so far as the right of the city to enforce the clause of the contract relative to liquidated damages is concerned. The question is: Could the contractor have completed the work within the stipulated time had it not been for unreasonable delay caused by the act or omission of the city? If it could have so performed its contract, the city would not be entitled to deduct liquidated damages, notwithstanding the fact that an extension of time was granted. This issue presents a question of fact." 116 Or. at 682.

Under the rule of the Inland Construction case, to the effect that if the owner contributes to the delay to any extent, the liquidated damages are waived and cannot be enforced, see also Peter Kiewit Sons' Co. vs. Pasadena City Jr. College District, 28 Cal.R. 714, 379 P.2d 18 (1963); 5 Williston, Contracts (3rd Ed. 1961), Sec. 789, p. 764; Cohen, Public Construction Contracts and the Law (F. W. Dodge Corp., 1961), p. 226, citing U. S. vs. United Engineering & C. Co., 234 U.S. 236 (1914); U. S. vs. John Kerns Const. Co. (C.C.A. ____, 1944), 140 F.2d 792.

Under some decisions in other jurisdictions, there is another reason why we might be wholly precluded from collecting liquidated damages. Although it is generally held not necessary to prove the amount of actual damages in order to collect liquidated damages, if it is shown that no actual damage is sustained, no liquidated damages will be allowed. It was so held in Massman Construction Co. vs. City Council of Greenville, Miss. (C.C.A. 5, 1945), 147 F.2d 925, a case remarkably similar to the present case on the facts.

In the Massman case, a toll bridge substructure contractor sued the city for remission of liquidated damages. The contract provided that "delay in completion will cause interference with traffic and losses, such as lost earnings, interest in investment, administration expenses and other tangible and intangible loss and will incommode the public. To cover partially such losses and expenses, the Owner shall have the right to deduct. . . .," etc. The contract further provided that the $250.00 per day deduction for late completion "which sums shall represent the actual damages which the Owner will have sustained per day by failure of the Contractor to complete the work within the time stipulated and this sum is not a penalty but a stipulated damage the first party will have sustained. . . ."

It appeared that the western end of the bridge was in the state of Arkansas, which state had agreed to build the westerly approach road. After the entire bridge had been finished, the opening was delayed for at least 30 days because of Arkansas' failure to have the approach road completed. The trial court denied plaintiff's right to recover the liquidated damages withheld from its earnings, and the court of appeals reversed, stating that:

> "The quoted provisions of the contract show that the parties intended to provide for liquidated damages to cover partially

> 'losses, such as lost earnings, interest in investment, administration expenses and other tangible and intangible loss' that would be 'caused by a delay in completion' with the consequent delay in beginning the operation of the bridge. Even though we assume that the contract provided for liquidated damages instead of a penalty, nevertheless, the intent and purpose of the provision was to guard the City against a delay in opening the bridge and against only such losses as the parties anticipated would be caused by a delay in completion of Appellants' contract.
>
> "The term 'actual damages' used in the second paragraph above quoted has reference to actual damages which the parties to the contract presupposed would be caused the City by the delay in the operation of the bridge as a result of the failure of the appellant to complete its contract within the time provided, but if the contingency upon which the presupposition is based never happens, the presupposition must vanish.
>
> "There were no losses caused to the City by the delay in the completion of the piers or the bridge, because the bridge was completed in its entirety thirty or more days before there was a road to the bridge on the Arkansas side." 147 F.2d at 927.

In the Massman case the contractor also claimed that the city misrepresented foundation conditions. The conditions found were not as shown on the contract data, and it was necessary to sink one of the piers to a depth of 81 feet, instead of the 65 feet shown on the plans, which change required 24 days additional time. The court said that while the contractor probably could not have recovered for extra work on account of the erroneous data, ". . . the delays and difficulties encountered due to misleading or inadequate information furnished by the City may appropriately be considered by a court of equity . . . in determining whether allowing the City to retain the sums in question would constitute the collection of liquidated damages or the infliction of a penalty." 147 F.2d at 927, 928. The court concluded that under all the facts and circumstances, enforcement of the liquidated damages clause would be (1) inequitable and unreasonable, and (2) would constitute the infliction of a penalty.

The first ground of decision in the Massman case, to the effect that liquidated damages cannot be collected when no actual damage has been sustained, was also applied in at least two other cases, not involving construction contracts, decided by the Federal Court of Appeals for the Ninth Circuit. Northwest Fixture Co. vs. Kilbourne & Clark Co. (C.C.A. 9, Wash., 1904), 128 Fed. 256; Rispin vs. Midnight Oil Co. (C.C.A. 9, Calif., 1923), 291 Fed. 481.

In the Rispin case, supra, the court said:

> "Keeping in mind that the complaint does not allege that plaintiff has suffered any damage and that the defendants'answer expressly avers that plaintiff did not suffer any damage at all,

> it is not necessary to decide whether the clause is to be read as a penalty or as one for liquidated damages, for the reason that, even granting that it must be read as for liquidated damages, it will not be enforced, where no damage whatever has been sustained." 291 Fed. at 484.

Since we can apparently show that we sustained some actual damage, in the form of additional engineering expenses, it may be that the rule of the Massman, Northwest Fixture Co., and Riskin cases, supra, is not strictly applicable to the instant case. However, the wide variance between $336,000 liquidated damages and $10,500 actual damages may be sufficient to cause the same result, for slightly different reasons.

It seems to be universally held that if the purported liquidated damage clause is actually a penalty, it cannot be enforced. Massman Construction Co. vs. City Council of Greenville, Miss. (C.C.A. 5, 1945), 147 F.2d 925; U. S. vs. C. J. Martin Lbr. Co. (C.A. 5, 1957), 246 F.2d 58; Southwest Engineering Co. vs. U. S. (C.A. 8, 1965), 341 F.2d 998; U. S. vs. Kanter (C.C.A. 8, 1943), 137 F.2d 828; Werbin, Legal Cases for Contractors, Architects and Engineers (Central Book Co. Inc., 1961) page 181.

One of the factors to be considered is whether the amount of liquidated damages provided for in the contract is wholly disproportionate to the actual damages reasonably anticipated. In Oregon, as elsewhere, the provision will be held unenforceable as a penalty, if the sum stipulated is unreasonable, Electrical Products Corp. vs. Ziegler Stores, 141 Or. 117, 10 P.2d 910, 15 P.2d 1078 (1932); or if the stipulated sum loses sight of the principle of compensation, Alvord vs. Banfield, 85 Or. 49, 58, 166 Pac. 549 (1917); or if it so manifestly exceeds the actual injuries as be unconscionable, Hull vs. Angus, 60 Or. 95, 106, 118 Pac. 284 (1911); Salem vs. Anson, 40 Or. 339, 67 Pac. 190 (1902).

In the present situation, the fact that we could presumably show no more than $10,500 actual damages resulting from delay for a period for which, under the contract, $336,000 is chargeable as liquidated damages, might be deemed a strong indication that, as so applied, the clause would inflict a penalty rather than true liquidated damages. The wide variation between the liquidated and the actual damages might be regarded as sufficient to "shock the conscience of the court," even in the case of a court without an unduly sensative conscience. See Hull vs. Angus, supra.

Another complicating factor, this one tending to indicate that recovery of some portion of the liquidated damages might be allowed, is that under the majority view, regardless of the amount of actual damages caused by the delay or other breach of the contract, if the amount stipulated appeared reasonable as of the time the contract was entered into, the provision is enforceable. In other words, the reasonableness of the amount set is to be determined as of the time the contract was entered into, and not at the time of the breach or some later time. For example, the extreme application of this rule may be found in Southwest Engineering Co. vs. U. S. (C.A. 8, 1965), 341 F.2d 998, where it held that the government could retain liquidated damages, even though it was stipulated by the litigants that the contractor's delay caused no actual damage whatever to the government. See also, Wood Naval Stores Export Ass'n vs. Latimer (Miss., 1954) 71 So.2d 425.

It appears that this general principle, that reasonableness of the amount of liquidated damages is determined as of the time the contract was entered into, has been recognized by the Oregon court in Secord vs. Portland Shopping News, 126 Or. 218, 269 Pac. 228 (1928).

The Secord case involved an action by a former employee for the breach of a written contract, which provided that the employer could terminate the contract at any time without reason, in which event it would pay the plaintiff $1,000. In affirming a judgment in that amount, the court said:

> "It is, of course, well established that a contract may fix the sum to be paid in the event of a breach, provided the sum is in fact compensation for damages. But, generally, a contract cannot embrace a penalty so as to render performance more certain /citing authority/. In determining whether any particular stipulation is to be regarded as one fixing a penalty, or whether it really liquidates the damages, the adjudicated cases present us with an abundance of rules to guide our determination. For instance, the situation must be appraised as of the time when the contract was effected, and not as it appears at some other time /citing authority/." 126 Or. at 223.

Under this approach, it could be argued that since, in 1963 when the contract was awarded, it was reasonably anticipated that delay on this contract would delay the entire project and thus inconvenience the public, etc., we can collect the liquidated damages although no substantial actual damages were sustained. However, the opposing view, as best represented in the Massman case, has much to support it from the standpoint of logic, and it is believed that our Supreme Court might decide either way on this point. It should be noted that in the Secord case, supra, the Oregon court was not called upon to consider the effect of any substantial difference between the damages contemplated at the time of the contract, and those actually sustained.

Another consideration, relied on by some authorities, tending to show that some recovery or retention of liquidated damages might be permissible here, is that although the "nonapportionment rule, as followed in the Inland Construction case, and others cited above, appears to be the rule in a majority of jurisdictions, it also appears to be generally recognized that if the contract expressly so contemplates, delays will be apportioned, and the owner will be allowed to collect liquidated damages for so much of the delay as he was not responsible for. In this connection, a provision for a time extension for specified causes, such as is found in this contract, is regarded as contemplating apportionment of delay damages. Cohen, Public Construction Contracts in the Law, (F. W. Dodge Corp., 1961), 220, 221; 5 Williston, Contracts (3rd Ed., 1961) Sec. 789, pages 765, 766, and cases there cited.

In Massachusetts and Texas, it appears that regardless of the presence or absence of a time extension clause, damages from delays will be apportioned according to the fault of the parties. Cohen, Ibid, page 226, citing: Wallis vs. Inhabitants of Wenham (Mass., 1910), 90 N.E. 396; Bedford-Carthage Stone Co. vs. Ramey (Texas Civ. App., 1930), 34 S.W. 2d 387.

However, it should be recalled that the Oregon court in the Inland Construction Company case held that a time extension made no difference. Since an extension of time for a part of the delay was granted in that case, it seems a safe assumption that the contract had a provision for time extensions. But, the court nevertheless held that if the city caused any of the delay, the liquidated damage clause was deemed waived, and would not be enforced. Thus, existing law in Oregon seems to be that if the owner causes any part of the delay, the maximum recovery is the actual damages arising from the delay not caused by the owner, and liquidated damages will not be allowed for any part of the delay.

In summary, although some authorities would recognize a right to liquidated damages for such part of the delay as the State is not responsible for, it appears probable that such right could not be established in this case for one or more of the following reasons:

(1) The State caused a part of the delay, therefore the liquidated damage clause is waived, and damages will not be apportioned, regardless of whether a time extension was contemplated, requested, or granted. This appears to be the present law in Oregon.

(2) The liquidated damages stipulated in the contract bear no reasonable relationship to the actual damages and the clause, as here applied, would be deemed a penalty.

(3) Even if not a "penalty" clause, it cannot be enforced because it is clear that no substantial actual damage was sustained.

In conclusion, I would not be willing to concede for the purpose of compromising the Pomeroy-Gerwick claim for additional compensation that the rule announced in Inland Nav. vs. Pendleton, supra, bars us from asserting our claim for liquidated damages. It does, however, make such a claim uncertain. If a settlement satisfactory to the department can be arrived at giving credence to a portion of our claim to liquidated damages, it probably should be accepted. The facts surrounding our claim to such damages do not lend themselves well to support a suit in the Supreme Court to upset what appears to be the rule in Oregon. Harsh facts lead to bad law.

Respectfully submitted,

AL JOHANSEN
Staff Attorney

AHJ:ks;hg

RECEIVED DEC 5 1965

DESDEMONA SANDS VIADUCT
JOB 703 ASTORIA, OREGON

Bent	Pile Location	Blows/Ft Final	Above Final 1'	Above Final 2'	Above Final 3'	Pile + or - to Grade	Total No. of Blows	Actual Driving Time	Comments
133	U/S	250	—	—	—	+2.5	2144		Change C.B. - Drove 8 min. after change
	℄	443/0.3'	130	—	—				Reject @ grade w/130 bpf - Drove 443 blows/0.3' added
	D/S	440/0.2'	204						Reject @ grade w/204 bpf - Drove 440 blows/0.2' added
132	U/S	715				+2.6		:33	
	℄	387/0.15'	180						Reject @ grade w/180 bpf - Drove 387 blows/0.15' added
	D/S	380/0.3'	107						Reject @ grade w/107 bpf - Drove 380 blows/0.3' added
131	U/S	200	270	255	179		2705		Change C.B. - down 12 min. - Drove add'l. 1194 blows
	℄	210	282	213	167	+2.0	1588		
	D/S	430	406	334	309	+2.0			Change C.B. - drove addit'l. 1056 blows
130	U/S	550	444	351	203	+0.7	3272		
	℄	214	220	180	190	+2.75	2517		
	D/S	375/0.4'	151†	199	253	-0.4			=940bpf Reject @ grade w/151† bpf - Drove add'l. 375 blows/0.4'
129	U/S	365/0.2'	180†	296	380	-0.2	3132		=1200bpf Reject @ grade w/180 bpf - Drove add'l. 365 blows/0.2'
	℄	200	223	137	112		2508		
	D/S	200							
128	U/S	600	200			+0.9	3738	:42	200 bpf @ 3' above grade - change C.B. - drove add'l. 14 min.
	℄	270	250				2786		250 bpf @ 3' " " " " " " 12 "
	D/S	230	250						
127	U/S	465*	140†	150					* 465 blows - no penetration † reject @ grade w140 bpf - redrove 5 min.
	℄	500							change C.B. 2 times - drove add'l. *1 - 10 min. *2 - 3 min.
	D/S	200							Info. from OSHD - Pete Van Ohlen
126	U/S	550/0.1'	163†	189	220		2357		Reject @ grade w/163 bpf - redrove add'l. 550 blows
	℄	225	256	378	304		1934		
	D/S	200	309	191	103		1577		
125	U/S	441/0.3'	150	180	180	+3.5	1493		0-20 Used on redrive Broke ram point on 200-C @ 3.7' above grade - redrive 5 days later
	℄	164	152	156	97				
	D/S	550/0.1'	112†	126	129		1684		† Change C.B. - Drove 8 min. add'l. before reject Reject on 112 bpf - redrove 550 blows
124	U/S	385/0.1'	155	184	160†		1675		Reject @ grade @ 155 bpf - drove 385 add'l.
	℄	350	165	140	200		2227		Change C.B. - drove 949 blows add'l.
	D/S	350/0.1'	142†	109	130		1680		Change C.B. - drove 376 add'l. before reject @ 142 bpf - redrove 350 blows
123	U/S	330	276	229	191	+1.0	2357		Change C.B. - drove 623 blows after
	℄	520	374	165	155	+1.0	2160		Change C.B - drove 652 blows after
	D/S	480/refusal	160†						† Reject @ 160 bpf - drove 480 blows (no penetration)
122	U/S	256/0.2'	330	234	228	+2.0	[illegible]10		330 bpf @ 2.2' above grade - change C.B. - redrive 256 blows
	℄	230	192	101	123		2311		
	D/S	660	262						
121	U/S	290	110	106	106		1972		Change C.B. - Drove add'l. 1509 blows
	℄	220	186	190	186		2223		
	D/S	210	148	159	83		2053		Change C.B. - Drove add'l. 7 min.

NOTED
TOM EDWARDS

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DEC 29 1965

FOR FILING

F-003-1(18)

6246

Salem, Oregon
December 6, 1965

Mr. G. E. Rohde
Chief Counsel

The Pomeroy and Gerwick contract on the Desdemona Sands Section of the Astoria Bridge, Contract No. 6246, overran the specified completion date 168 days. This contract carried a liquidated damage assessment of $2,000 per day.

Will you please advise me if you can (1) defend successfully the retention of $336,000 from the final assessment of the contractor or (2) collect any portion of this which we do not hold as a retainage.

Our actual engineering expenses during the overrun period is approximately $10,500.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
R. L. Porter
Ivan Merchant

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1965

SUBJECT:

To: Mr. Forrest Cooper

We have analyzed the claim of Pomeroy and Gerwick for additional compensation on the Desdemona Sands Section of the Astoria Bridge, Contract No. 6246. We find the following items merit adjustment:

PILE DRIVING

The specifications require (1) prestressed hollow piling be driven to a given elevation and (2) the last 20 feet of penetration shall be through undisturbed soil. Our bridge engineers interpret this to mean that jetting nozzles could not be lowered into the last 20 feet of sand to be penetrated. We firmly support their interpretation. This specification in practice proved unrealistic. An excessive amount of hammering could not achieve the penetration to depth specified without pile destruction.

To secure desirable results, our engineers permitted lowering jet nozzles below the specified plane. They performed additional tests by force account methods and arrived at a realistic combination of driving and jetting procedures.

Examination of the record indicates this test work took place between October 13, 1963 and January 2, 1964. (See driving record attached.) During that period the contractor was able to place 3.25 piles per day average. After procedures were brought into realistic focus he was able to place 4.5 piles per day.

In addition to the delay in driving, our engineers (properly, we think) did not permit backfill of the hollow piling for a period of 43 days pending finalizing of tests proving the adequacy of the revised driving procedures. We calculate the contractor's loss as follows:

Pile driving -- October 13, 1963 to January 2, 1964, 44 work days.

Progress by revised method	4.5 piles per day
Progress during test period	3.25 piles per day
Difference	1.25 piles per day

Cost -- 1.25 piles x $1,500 (bid price) x 44 days = $82,500

BACKFILLING PILES WITH SAND AND CONCRETE

Contractor ordered not to backfill....	October 8, 1963
Contractor permitted to proceed	November 20, 1963

Total elapsed time .... 43 days

In the contractor's allegations he claims the barge and equipment used for backfill cost $1,418.09 per day rental. We agree. The contractor requests pay for the entire 43 days. We do not agree. The 43-day period consisted of the following:

(a) Eleven (11) Saturdays and Sundays.

(b) One (1) holiday.

(c) Two (2) days sandfill at Pier 156 (contract item).

(d) Four (4) days test load at Pier 156 (contract item).

(e) Two (2) days remove triangulation tower (paid force account).

(f) Eleven and one-half (11½) days additional test loading (paid force account).

(g) Eleven (11) days unaccountable.

We therefore restrict the claim for this item to the following:

11 days x $1,418.09 = $15,598.99

ADDITIONAL LABOR COST

The contractor's exhibit claims delays ran his operation beyond the ending date of the labor contract in effect when he bid. Subsequent contract required payment of $0.30 per hour plus fringes. Contractor claims this applied to 6,654½ hours. We are able to agree to only 5,890 hours, which is summarized as follows:

Monetary increase in labor cost (carpenters and pile bucks) due to delay of work.

1. Delay period:

(a) Thirteen and one-half (13½) days extra work.

(b) Eleven (11) days nonaccountable.

(c) Total days - 24½ (during contractor's 43-day claim period).

2. Assume this delay extended the project 24½ days past May 1, 1965, which is the date carpenter and pile buck wages increased $0.30 per hour.

3. Man hours involved:

(a) Approximately 30 carpenters on project during this period.

(b) Eight (8) hours per day worked.

(c) Twenty-four and one-half (24½) days worked.

(d) Total man hours -- 30(8)24.5 or 5,890 man hours.

4. Additional labor cost:

(a)	5,890 hours at $0.30 per hour ..	$1,764.00
(b)	Taxes (17.2%)..................	302.00
(c)	Subtotal	2,066.00
(d)	H/W and P	58.90
(e)	Subtotal	2,124.90
(f)	15% overhead	319.00
(g)	Total additional labor cost	$2,443.90

This is not a substantially different amount than that claimed by the contractor.

SUMMARY

I.	Pile driving	$82,500.00
II.	Rent on backfill barge	15,598.99
III.	Added labor cost	2,443.90
	TOTAL	$100,542.89

The above total covers only the positive items which can be calculated. By judgment, it must be assumed that the support operations carried on by the contractor were costly. We judge the support operation to be 25 percent of the calculated items. The total claim then should be as follows:

Calculated items	$100,542.89
Support items, 25% of above	25,133.22
TOTAL	$125,676.11

TIME EXTENSION

The contract specified that the project should be complete on March 31, 1965. The project was actually completed September 15, 1965. The contractor was delayed on this project in various facets, as follows:

Delay in pile driving operation	13 days
Delay in sand fill and plugging	43 days
Delay due to additional load tests	13 days
Delay due to river closure (December storm)..	4 days

In addition to the above, delays at the start of the project may have contributed to not having the deck poured by December 24, 1965. As a result of a storm which then occurred and ripped the concrete barge loose, the following delays occurred:

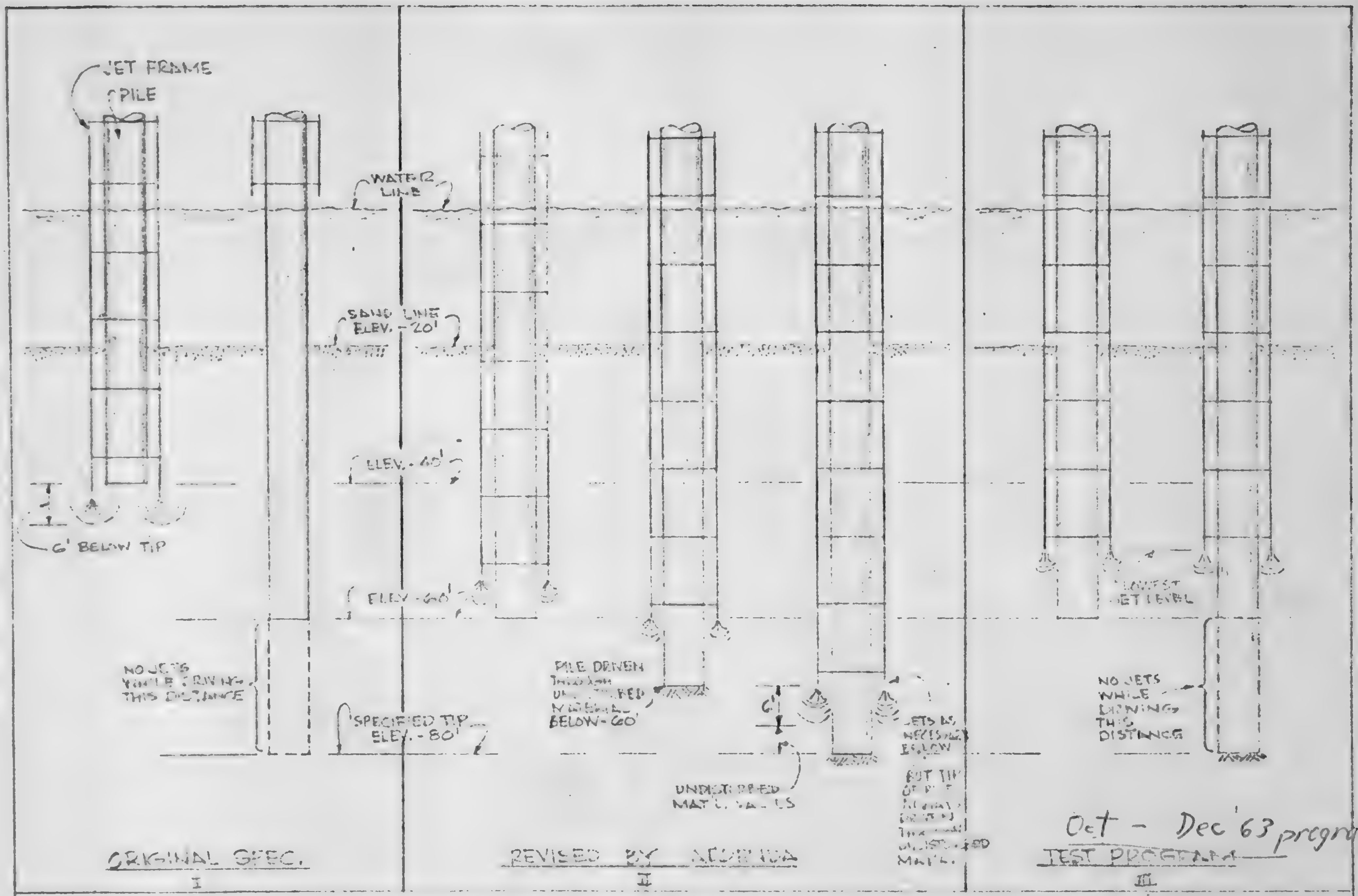
Repair to automatic deck form traveler and to damaged piling	90 days

There were other minor causes for delay, such as altered material lists and extra work requirements. We believe the contractor is entitled to a time extension in the above amount. The liquidated damages clause will apply to five (5) days, or a total of $10,000.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc R. L. Porter
Ivan Merchant

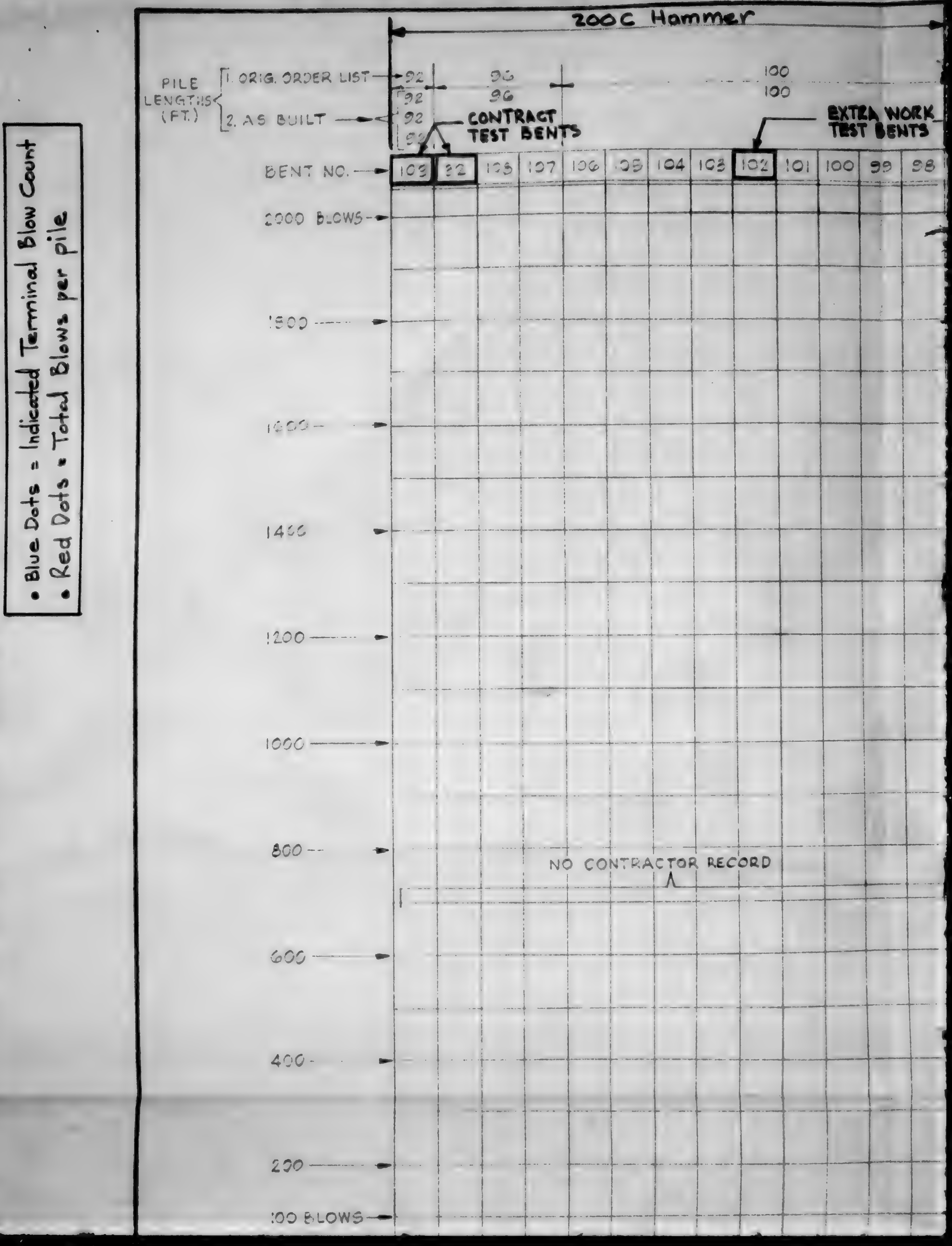


Oct - Dec '63 program.

TYPICAL PILE - ASSUMING SPECIFIED TIP ELEV.
TO BE -80 FT.

DESDEMONA SANDS VIADUCT
JOB 703 11/16/65

A B C


200C Hammer
PILE LENGTHS (FT.)
1. ORIG. ORDER LIST
2. AS BUILT
92
96
100
92
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92
CONTRACT TEST BENTS
EXTRA WORK TEST BENTS
BENT NO.
109
92
108
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105
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2000 BLOWS
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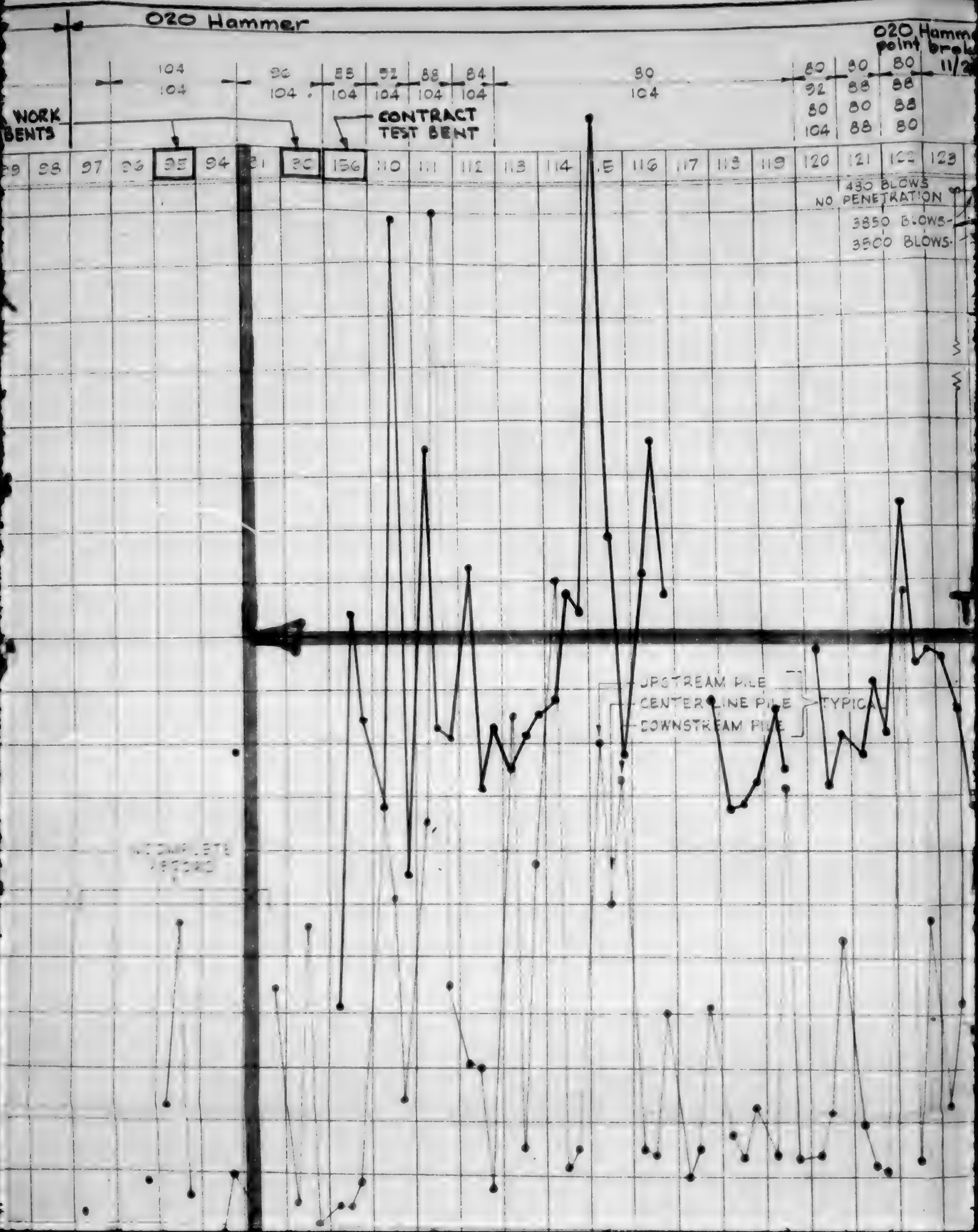
100 BLOWS
NO CONTRACTOR RECORD
• Blue Dots = Indicated Terminal Blow Count
• Red Dots = Total Blows per pile


020 Hammer
020 Hammer point broke 11/2
104
104
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WORK BENTS
CONTRACT TEST BENT
99
98
97
96
95
94
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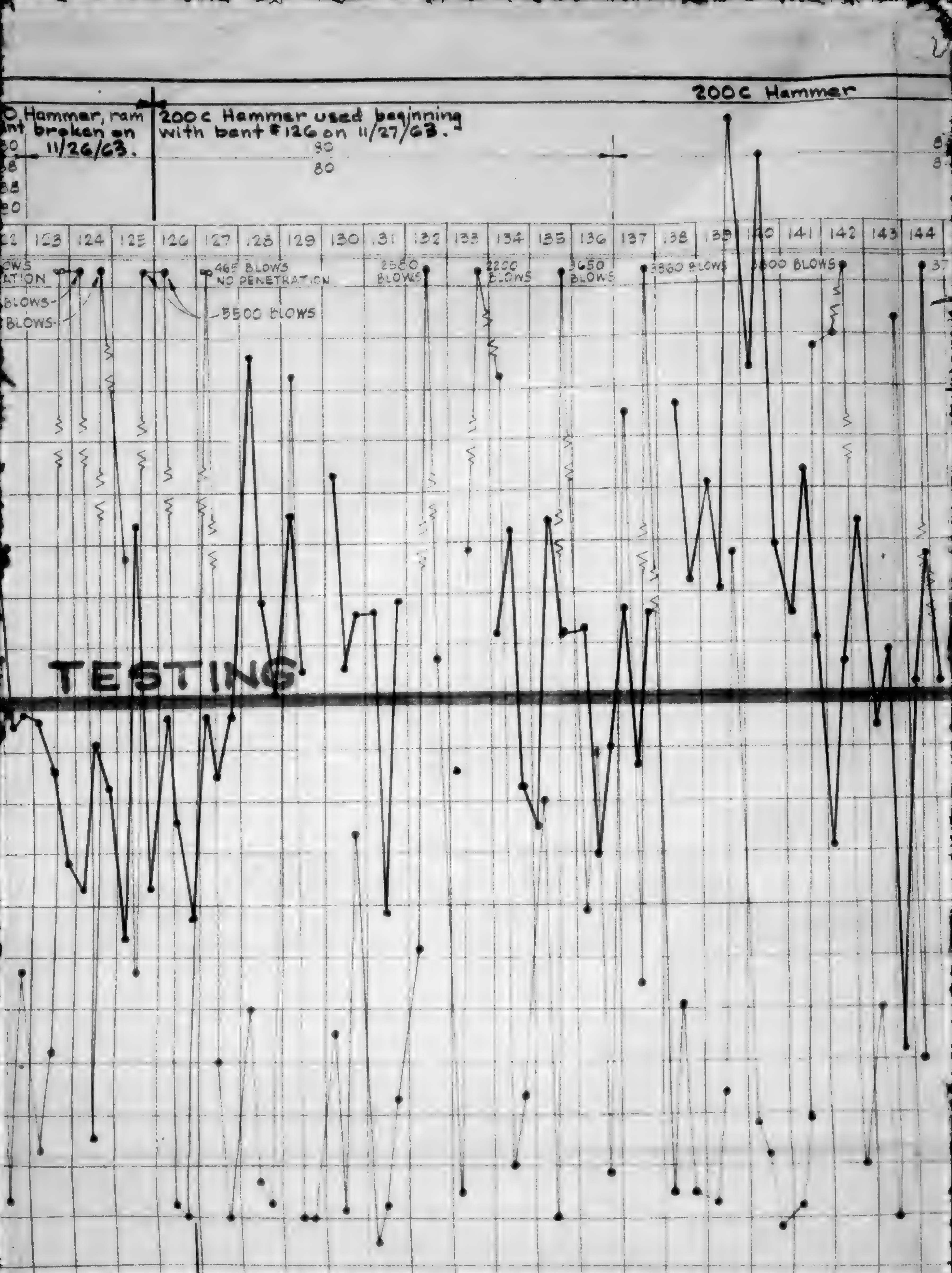
90
156
110
111
112
113
114
115
116
117
118
119
120
121
122
123
430 BLOWS NO PENETRATION
3850 BLOWS
3500 BLOWS
UPSTREAM PILE
CENTER LINE PILE
DOWNSTREAM PILE
TYPICAL
INCOMPLETE RECORD


200C Hammer
O Hammer, ram
int broken on
11/26/63.
200c Hammer used beginning
with bent #126 on 11/27/63.
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80
30
38
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30
8
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ATION
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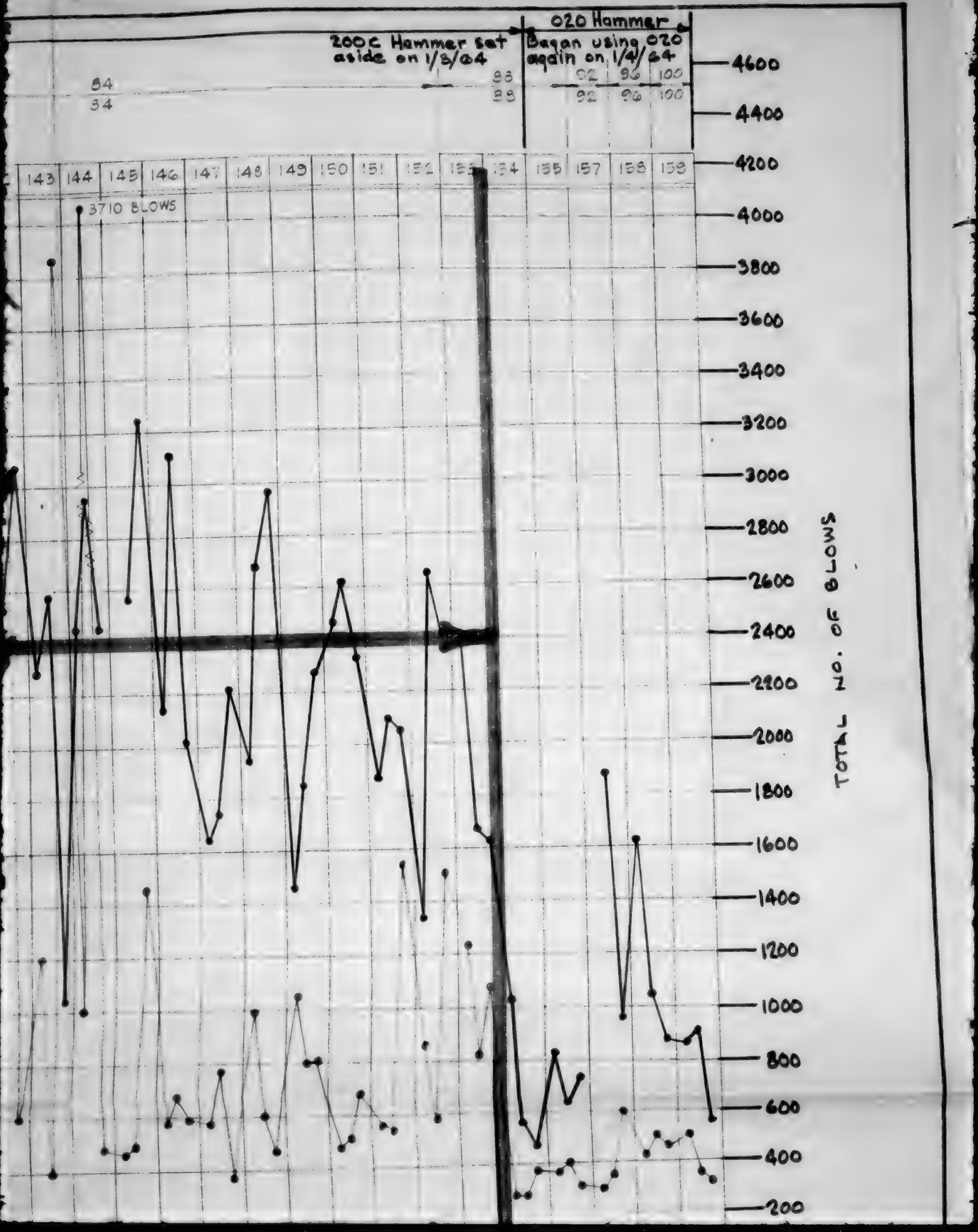
37
TESTING


020 Hammer
200C Hammer set aside on 1/3/64
Began using 020 again on 1/4/64
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84
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92
96
96
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100
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144
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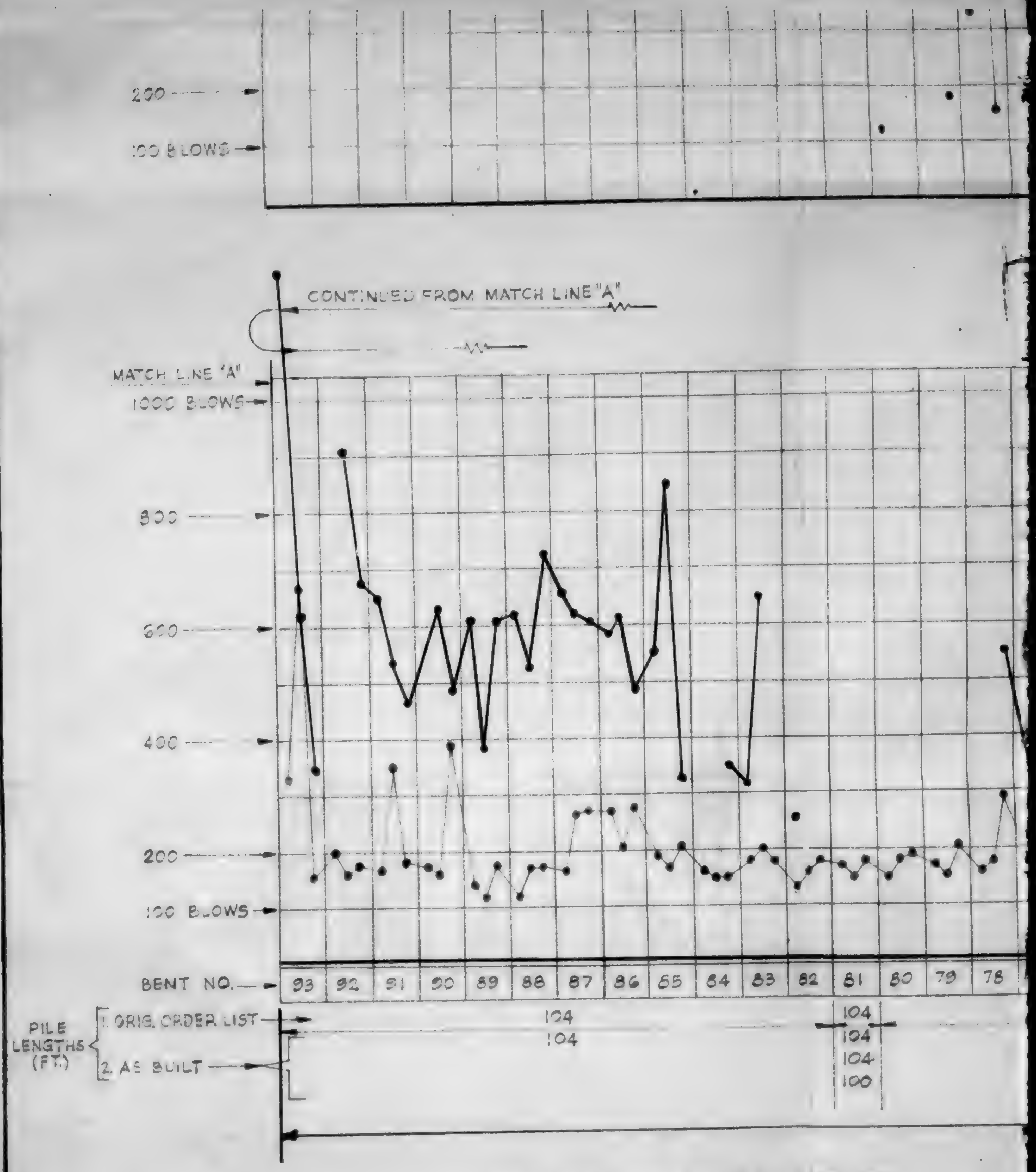
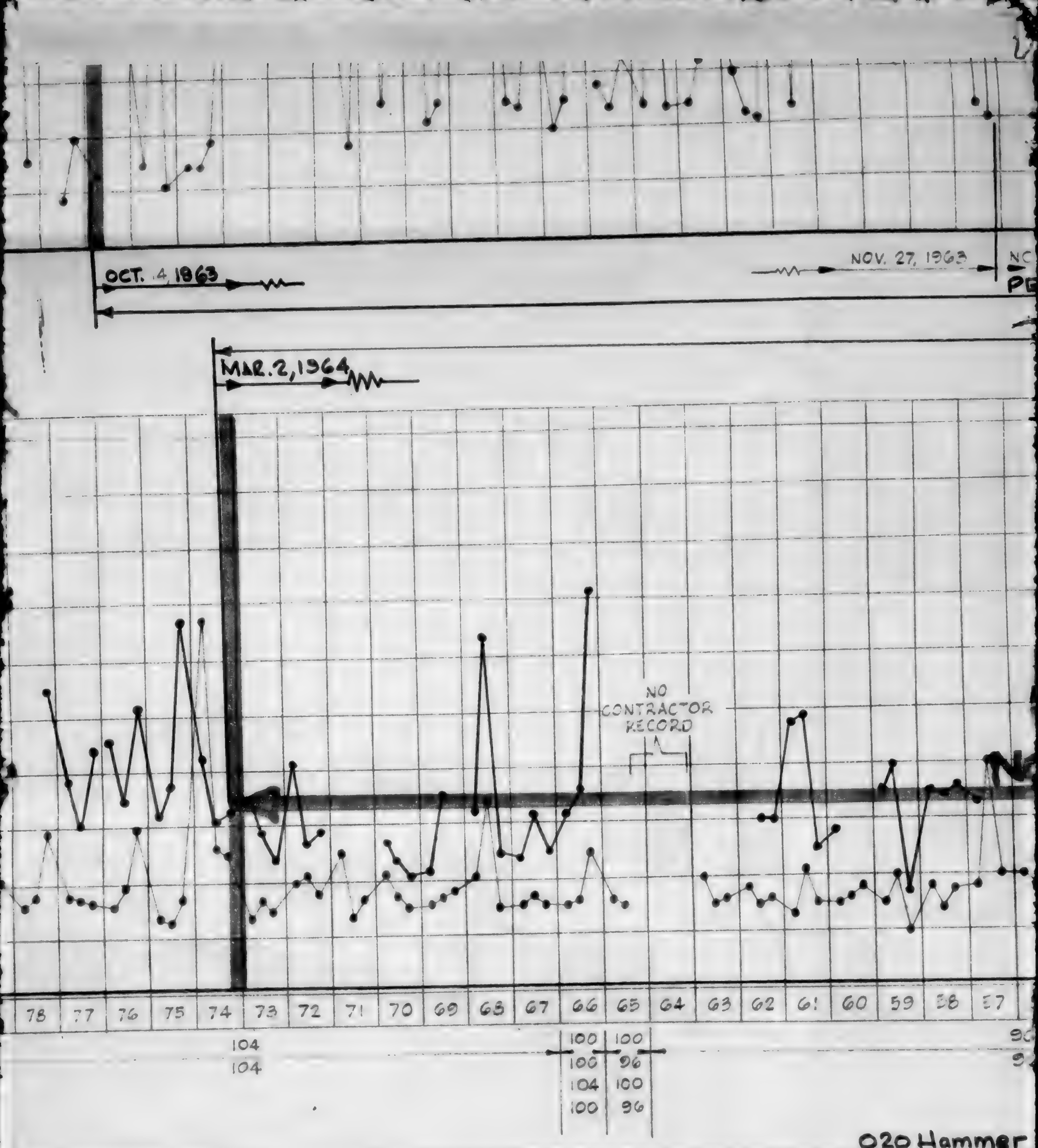
146
147
148
149
150
151
152
153
154
155
157
158
159
3710 BLOWS
4600
4400
4200
4000
3800
3600
3400
3200
3000
2800
2600
2400
2200
2000
1800
1600
1400
1200
1000
800
600
400
200
TOTAL NO. OF BLOWS



DESDEMONA SANDS VIADUCT

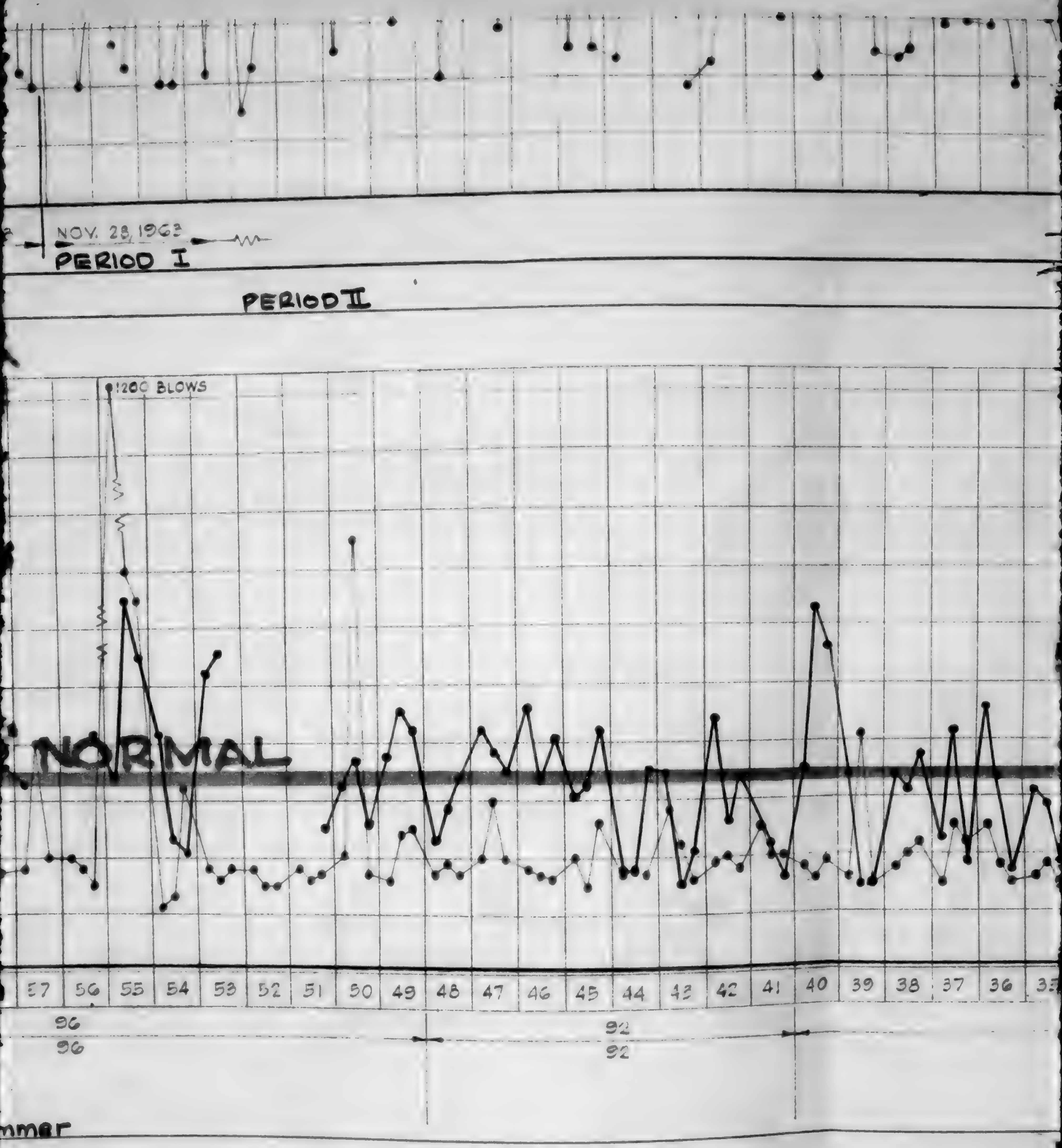


020 Hammer

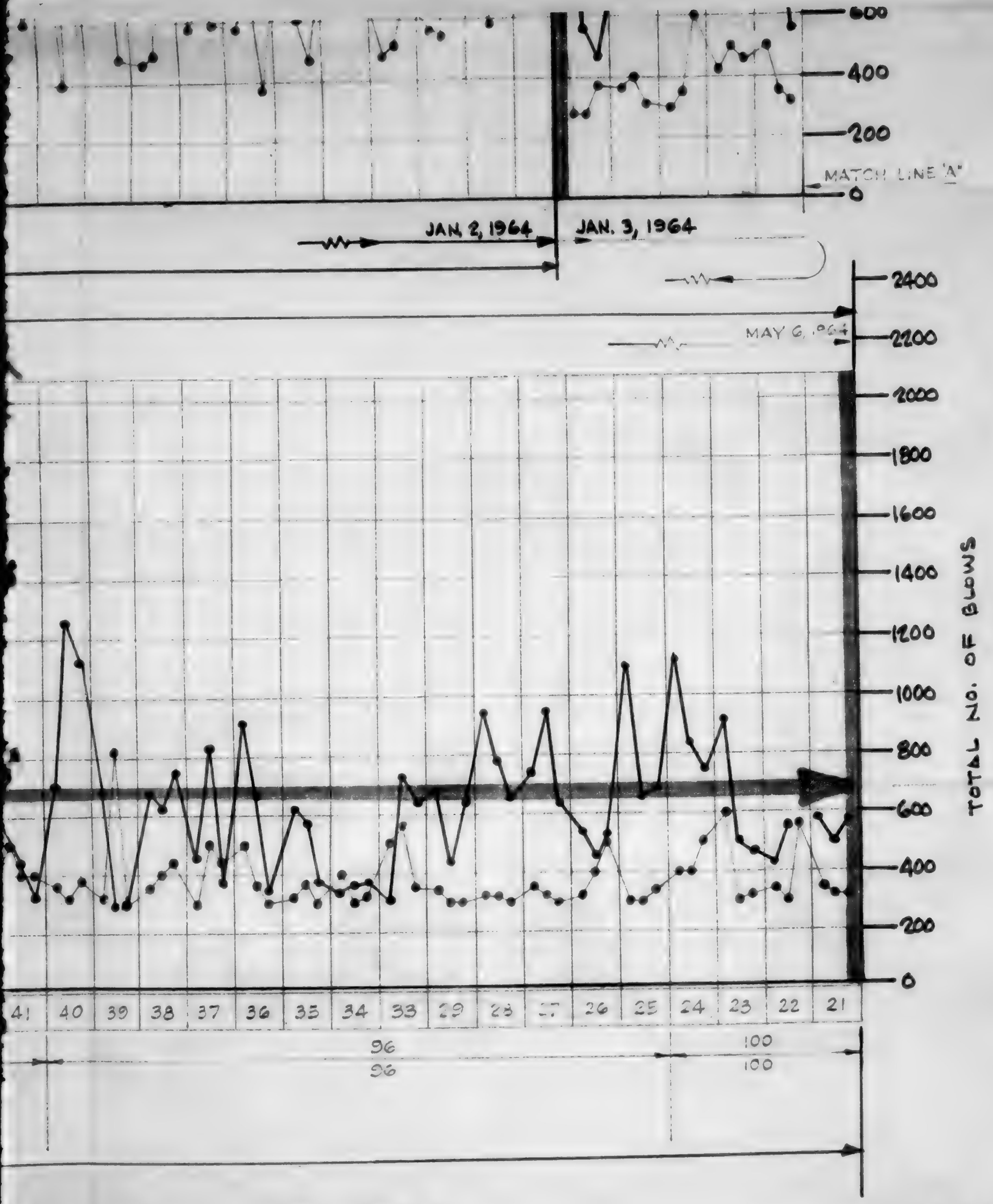
TOTAL BLOW COUNT (IN RED)

PILE DRIVING

PILE BLOW COUNT, LAST FOOT OF PENETRAT



TRATION POMEROY/GERWICK, GENERAL CONTRACTOR EX



NTRACTOR

EXHIBIT E_1

DRAWN: HJ - 5/6/65

FORM E-30X—50M—7-64 SP*8230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria
November 24, 1965

To: Mr. I. D. Merchant
Bridge Engineer
Salem

SUBJECT: Columbia River Br. at Astoria
Desdemona Sands Viaduct
Contract no.
Bridge no. 7949

As per the request of Mr. Tom Edwards, I submit the following calculations relative to the contractor's claim on the subject project:

A). Monetary loss to the contractor resulting from driving piles during the so called experimentation period.
  1). Production during experimentation period.
    a). Period from Oct.14,1963 thru Jan.2,1964.
    b). Total days worked during period 44
    c). Total piles driven during period 142
    d). Average no. piles per workday 3.25

  2). Production after experimentation period.
    a). Period from Jan.3,1964 thru May 6, 1964.
    b). Total days worked during period 50
    c). Total piles driven during period 225
    d). Average no. piles per workday 4.50

  3). Difference in production between experimentation period and after experimentation.
    a). 4.50 less 3.25 equals 1.25 piles per day loss in production.

  4). Total monetary loss.
    a). 44 workdays during experimentation period.
    b). 1.25 piles per day loss in production during experimentation period.
    c). Bid price for driving piles is $1,500.00 per pile.
    d). Total loss: 44(1.25)1500 or $82,500.00

B). Monetary loss to contractor resulting from 43 day period during which he was not allowed to place sand fill or class "B" concrete plugs inside the piles.

TOM EDWARDS

  1). Breakdown od 43 day period.
    a). 11 saturdays and sundays.
    b). 1 holiday
    c). ½ day repair to non-test equipment
    d). 2 day sand fill at pier 156 (contract work).
    e). 4 day load testing at pier 156("   ").

f). 2 day remove tringulation tower(Force acc't).
g).11½ day additional test loadings(Force acc't).
h).11 day non-accountable.

2). Actual days delay included in above.
  a). 13½ days force account work.
  b). 11 days non-accountable.

3)Days allowable as monetary loss.
  a). 11 days non-accountable.
    (13½ days on force account have already been paid on a force account basis).

4). Rental of equipment involved.
  a). $1,418.09 per day including sandfilling barge and support equipment has been allowed on past extra work orders. This includes the contractor's 15% allowance.

5). Total monetary loss:
  a). 11 days non-accountable.
  b). $1,418.09 per day rental.
  c). Toatl: 11($1418.09) or $15,598.99

C). Monetary increase in labor cost (carpenters and pile bucks) due to delay of work.
  1). Delay period.
    a).13½ days extra work
    b).11 days non-accountable.
    c). Total days: 24½ (During contractor's 43 day claim period).

  2). Assume this delay extended the project 24½ days past May 1, 1965, which is the date carpenter and pile buck wages increased $0.30 per hour.

  3). Man hours involved.
    a). Approx. 30 carpenters on project during this period.
    b). 8 hours per day worked.
    c). 24½ days worked.
    d). Total man hours:
      30(8)24.5 or 5890 man hours.

  4). Additional labor cost.

a). 5890 hours at $0.30 per hour....$	1,764.00
b). Taxes (17.2%)	302.00
c). Subtotal	2,066.00
d). H/W & P	58.90
e). Subtotal	2,124.90
f). 15% overhead......................	319.00
g). Total add'l. labor cost	2,443.90

Total of items A,B,&C $100,543.00

The following has a bearing on the contractor's claim for additional compensation:

The contractor drove the piles at the south end of the project (vicinity of pier 159) in accord with his own jobsite schedule regardless of the schedule he may present in his claim.

The contractor completed driving piles at the south end of the project on Jan. 8, 1964, and installed sand fill in these piles Jan. 16, 1964, or 8 days after driving. Assuming that sand fill could have been installed in the piles two days after driving (practical limit), the delay to the job resulting from the delayed sandfilling operation was 6 days. Thus if we had not stopped the sandfilling the result would have been installation of the sand fill 6 days earlier. This is somewhat less than the 43 days delay the contractor claims or the 11 non-accountable days as presented above.

At the south end of the project (vicinity of pier 159) the precast caps were in place on Feb. 14,1964, and the prestressed beams were in place on March 6. The metal forms for the deck did not arrive on the jobsite untill March 24, 1964 or 75 days after the piles had been driven. Thus the actual delay to the job was not delay of sand filling, but late arrival of the deck forms.

The last pile was driven on May 6, 1964, which was 132 days earlier than anticipated on the contractor's original proposed work schedule. This proposed completion date was Sept. 15, 1964.

R.W. Ellison
R. W. Ellison
Project Bridge Engineer

POMEROY—GERWICK
755 SANSOME STREET
SAN FRANCISCO 11, CALIFORNIA

November 22, 1965

State of Oregon
State Highway Commission
Salem, Oregon

Attention: Mr. Tom Edwards
Assistant State Highway Engineer

Subject: Desdemona Sands Viaduct, Astoria, Oregon
Bridge #7949 - Contract #6246

Dear Mr. Edwards:

Following our recent meeting, we had our engineers go through our records to determine the exact number of piles which we were ordered to return and redrive after their initial installation. A summary of these redriven piles is attached. You will note that the correct number is forty-one.

We have belatedly received a series of job photographs of this project, some of which are quite striking. I am enclosing six of these pictures.

Both Mr. Pomeroy and I felt that our recent meeting with you and Mr. Porter was quite constructive. We will look forward to hearing from you when you have completed your evaluation.

Very truly yours,

POMEROY - GERWICK

Ben C. Gerwick, Jr.

Ben C. Gerwick, Jr.

NOTED
TOM EDWARDS

/db
Encls.

cc: Mr. R. N. Pomeroy

NOTED
M EDWARDS

[illegible]
NOV 2[illegible] 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Astoria Bridge
Job 703
Nov 22, 1965 LHC

Summary - 41 Re-Driven Piles

Bent	No. of Blows When Stopped Prior to Redriving
144 U/S	146 bpf
144 ℄	160
143 U/S	143
143 D/S	140
142 U/S	148
142 ℄	130
140 D/S	178
137 U/S	141
137 D/S	187
136 U/S	100
136 D/S	115
135 U/S	100 (Again @ 180 bpf)
135 D/S	185
134 U/S	123
134 D/S	104
133 ℄	130
133 D/S	204
132 ℄	180
132 D/S	107
130 D/S	151
129 U/S	180
127 U/S	140
126 U/S	163
125 U/S	150
125 ℄	164
125 D/S	112
124 U/S	153
124 D/S	142
123 D/S	160
112 U/S	141
112 D/S	218

Bent	No. of Blows When Stopped Prior to Redriving
96 D/S	150 bpf
94 D/S	151
93 U/S	(no record)
57 ℄	80
55 U/S	80
50 ℄	80
39 D/S	70
33 U/S	101
27 U/S	(no record)
26 D/S	(no record)

This is an extract from Contractor Pile Driving logs.

J.H. Pomeroy & Co., Inc.
CONTRACTORS • ENGINEERS
755 SANSOME STREET, SAN FRANCISCO 11

R. N. POMEROY
PRESIDENT

November 10, 1965

Mr. R. L. Porter
Deputy State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Porter:

Thank you very much for your letter of November 9th, concerning the proposed meeting between the State Highway Department and Pomeroy-Gerwick.

We concur that it would be most important that Mr. Edwards be present at the forthcoming meeting.

Any time after November 17th would be convenient with us. As soon as you have a definite date in mind, I would be most pleased to hear from you and you can be sure that we will make every effort to arrange our plans so that they will coincide with the date you suggest.

Yours very truly,

President

NOTED
R L PORTER

RNPomeroy:vc

NOTED
TOM EDWARDS

RECEIVED
NOV 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1965
OREGON
STATE HIGHWAY COMMISSION

Copy to Edwards
11-15-65

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 9, 1965

AIRMAIL

Mr. J. H. Pomeroy
Pomeroy - Gerwick
755 Sansome Street
San Francisco 11, California

Dear Mr. Pomeroy:

Reference is made to our telephone conversation on November 8 relative to a claim by Pomeroy - Gerwick on Oregon State Highway Contract No. 6246, Desdemona Sands Viaduct.

After talking with you, I read a letter signed by Mr. Ben C. Gerwick, Jr., dated October 29, on the same subject.

Mr. Tom Edwards has been ill for the past week and probably will not be back in the office prior to about November 17. It is desirable that he be present at the proposed meeting to discuss this matter and I suggest, therefore, that if possible we schedule a mutually satisfactory time after his return.

I will keep you posted should there be any delay in Mr. Edward's return to the office and hope that this approach will meet with your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Tom Edwards✓
Mr. Victor D. Wolfe

POMEROY—GERWICK
755 SANSOME STREET
SAN FRANCISCO 11, CALIFORNIA

29 October 1965

State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. Tom Edwards

Re: Desdemona Sands Viaduct
Bridge No. 7949, Contract No. 6246

Dear Sir:

We have received your letter of October 6, 1965 regarding the claims which we have made with respect to the above bridge contract. We might state that we were considerably surprised and sincerely disappointed at the position taken in this letter in view of the oral discussion which was had between the writer and Mr. Tom Edwards, Assistant State Highway Engineer, at Salem, Oregon, on September 21, 1965.

If your letter of October 6, 1965 is intended to operate as a rejection of all the claims which we have made with respect to this contract, we respectfully submit that such rejection is neither fair nor reasonable under the circumstances. Accordingly, we request your thoughtful reconsideration of the claim.

The comments made in the letter of October 6, 1965 suggest to us that our presentation has been misunderstood. We should, therefore, restate the fundamental basis of our claim in a brief fashion. Our claim is based upon these facts:

(a) We were directed by the State of Oregon to do certain work beyond the scope of the work required in the contract.

(b) We did perform such work - at a cost to ourselves.

(c) We have not yet been compensated for portions of such work.

(d) We have not been allowed extensions of time to which we are entitled.

Initially, a number of points were discussed and agreed upon at a meeting with the State Highway Department staff, held in Salem, Oregon, on May 2, 1963. Commencing in early October, 1963, the State Highway Department staff apparently concluded it was not satisfied with the contract specifications for pile driving. As a result of this, we were directed to undertake and did accomplish a program of test and experimentation concerning the piles through which the State of Oregon eventually was able to confirm its design for the Viaduct. During the course of this test program our operations were directed by the State. We were told where to work and how to work. We were directed not to do certain work for a time. All of this was outside the scope of our contract.

We pointed out at the time that the directions given us would result in increased costs to us. We were given assurance that a fair and reasonable disposition would be made of our claim for such increased costs. Any change from such position at this time is a clear departure from past indications and representations made to us.

Some of our increased costs came about in the following manner:

(1) The pile driving operation was slowed materially because of an excessive number of blows required for many of the piles driven during this period. This also resulted in damage to the pile driving equipment.

(2) The sequence and schedule of the pile driving operation was disrupted which, in turn, disrupted the schedule of the entire job.

(3) The sequence of pile filling was disrupted and totally suspended for a time.

(4) The delay thus incurred resulted in our having to perform under unfavorable weather conditions much of the work which otherwise could have been performed under much more favorable weather conditions, including extending the project through a second winter.

(5) We had to maintain support for the entire operation over a much longer period of time and at a greatly increased cost to us.

We recognize that the manner and method of computing the exact dollar amount by which our costs have been increased and our performance made more difficult in relation to what otherwise would have been the case, is not an easy task. It is a subject upon which reasonable persons in good faith might well differ. We have already presented a suggested method of computation. This is not to say that

There might not be other equally acceptable methods or that the subject is not one as to which reasonable discussion, negotiation and compromise would be appropriate. Since the meeting on September 21, 1965, we have completed, reviewed and revised our data and computations in this regard. We are prepared at any time to go forward with such discussions, to present such additional or supplementary information as may be desirable, and to consider other methods or means of computation.

We would hope that your letter of October 6, 1965 was not intended to preclude any further discussions between ourselves as to a reasonable method of disposing of our claim. We are ready to proceed with further discussions and to present additional supporting data to the extent required. We trust you will advise us promptly if it is concluded that our claim cannot be resolved by further discussions between us, so we may protect our procedural remedies.

Very truly yours,

POMEROY-GERWICK

by Ben C Gerwick Jr
Ben C. Gerwick, Jr.

BCG/Mc

RECEIVED
NOV 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 - 1965
OREGON
STATE HIGHWAY COMMISSION

FORM [illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
[illegible] D. SIMPSON, MEMBER
[illegible]RTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Astoria, Oregon
9 October 1963

Columbia River Bridge at Astoria
Desdemona Sands Viaduct
Bridge No. 7949
Contract 6246
Additional Pile Test Loads

Pomeroy and Gerwick
P.O. Box 568
Astoria, Oregon

Attention: Don Brittain

This letter is written to verify my verbal instructions regarding additional pile test loads in the vicinity of Pier 95 and 100 of the subject project.

Due to the fact that the 48" diameter prestressed piles now being driven are encountering a low blow count at plan elevation, we feel it is necessary to perform additional load tests in order to determine the adequacy of said piles. It is our intent to load test one low blow count pile which was driven with the 0-20 hammer and one low blow count pile which was driven with the 200 C hammer.

Please make arrangements to test load the center pile at Pier 95 and the upstream pile at Pier 102 to a maximum of 300 tons each in accordance with the specifications for this project. In order that we my drive these piles further should the load tests prove them to be of inadequate capacity, do not pour any concrete inside the piles until they are determined satisfactory.

If satisfactory with you, these tests can be made at the price you have bid for pile test loads.

In order that we may evaluate the test results and make any necessary changes, please make these tests as soon as possible.

As per my verbal instructions earlier this date, in future instances where piles encounter a resistance of less than 100 blows/foot at plan tip elevation when driven with the 0-20 hammer, and in accordance with the specifications, you are directed to continue driving said piles until the resistance increases to 100 blows per foot or until the pile is driven to the lowest elevation, considering tide elevations, which will allow construction of an extension on the pile tip.

R.W. Ellison
R. W. Ellison
Project Bridge Engineer

RWE:her
cc: I. D. Merchant
R. D. Asburry

Exhibit A_3

ADDENDA

its other contractors to act promptly in carrying out obligations and duties, failure of the State to submit the contract and bond to the contractor for execution within twenty (20) days of the date of receiving bids, acts of God, acts of the public enemy and strikes, shall be considered causes for increasing the time, in calendar days, specified for the completion of the work, without assessment of liquidated damages, to the extent only that said causes actually increase the time, in calendar days, required for completion of the work to be done under the contract."

Step 5 under Alternate B-"Construction Sequence" on Drawing No. 17659 is deleted in its entirety and the following substituted therefor:

5. Place span on pile caps. Span shall not be moved until two weeks has elapsed after completion of step 4 or until all concrete placed in step 4 has obtained a strength of 3300 psi. Steam curing as specified for Prestressed Concrete Members, Page 46, will be permitted.

The last paragraph of Article 2.3.6, "Determination of Bearing Values", Page 26 of the special provisions, is deleted in its entirety and the following substituted therefor:

> "The last twenty feet (20') of prestressed pile penetration shall be driven through undisturbed material."

Please bear these changes in mind when preparing your bid as this letter will be incorporated in the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By P. M. Stephenson

P. M. Stephenson
Ass't. State Highway Engineer

Pile driver leads shall be constructed in such a manner as to afford freedom of movement of the hammer, and they shall be held in rigid position by stiff braces to insure support to the pile in exact position during driving. The leads shall be of sufficient length so that the use of a follower will not be necessary.

Swinging leads may be used in driving prestressed concrete cylinder piles providing a suitable method and equipment are provided to maintain the pile in its true position during driving.

Article 2.3.4 Methods of Driving (Mod.)

Prestressed piles shall be driven with a power actuated (steam, air or diesel) single acting hammer. The hammer used shall be capable of developing not less than 42,000 foot pounds of energy per blow.

It shall be the responsibility of the contractor to furnish and employ a suitable driving helmet and cushion blocking to drive the prestressed cylindrical piles to the required penetrations and bearings without injury to the pile. When the point of a prestressed pile is passing through soft soil so that there is little or no resistance to penetration at the bottom of the pile, there is the possibility that longitudinal tensile stresses will be set up in the pile shaft by the elastic shock waves traveling up and down the pile. For such driving conditions the length of the stroke of the hammer shall be reduced approximately to 24 inches. When the point of the pile is being driven into firm ground, the full length of the stroke of the hammer shall be used to develop the final driving resistance, but in no case shall the stroke of the hammer exceed 42 inches.

Article 2.3.6 Determination of Bearing Values (Mod.)

Regardless of bearing values obtained in driving of piling, all piles shall be driven to the full length given in the order list. If necessary to obtain the required penetration, jetting, plugging or drilling will be required in driving.

External jetting only will be permitted on prestressed cylindrical piles. Care shall be exercised during jetting of prestressed piles that an internal hydrostatic pressure greater than 20 p.s.i. does not build up anywhere within the pile.

The last twenty feet (20') of prestressed piles shall be driven without the use of jets.

Article 2.3.7 Test Piles (Rev.)

Three pile test loads on prestressed piles will be required.

RECEIVED
NOV 10 1965

FOR FILING

[illegible]

6246

November 9, 1965

AIRMAIL

Mr. J. H. Pomeroy
Pomeroy - Gerwick
755 Sansome Street
San Francisco 11, California

Dear Mr. Pomeroy:

Reference is made to our telephone conversation on November 8 relative to a claim by Pomeroy - Gerwick on Oregon State Highway Contract No. 6246, Desdemona Sands Viaduct.

After talking with you, I read a letter signed by Mr. Ben C. Gerwick, Jr., dated October 29, on the same subject.

Mr. Tom Edwards has been ill for the past week and probably will not be back in the office prior to about November 17. It is desirable that he be present at the proposed meeting to discuss this matter and I suggest, therefore, that if possible we schedule a mutually satisfactory time after his return.

I will keep you posted should there be any delay in Mr. Edward's return to the office and hope that this approach will meet with your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Victor D. Wolfe

RECEIVED
OCT 8 - 1965
FOR FILING
F-113-1(11)
6246

October 6, 1965

Mr. Ben C. Gerwick
J. H. Pomeroy & Company, Inc.
and Ben C. Gerwick, Inc.
P. O. Box 568
Astoria, Oregon

Dear Mr. Gerwick:

After your visit to my office concerning the Astoria Bridge contract (Contract No. 6246) I have made further investigation with respect to the items which we discussed.

The first of these was your allegation that there was a period of 13 days prior to November 20 under which the construction operation should have properly been under an extra work status.

The record shows that the driver was not actively engaged in driving piling on the line on 13 different days during this period. Our record shows that on six different days the equipment was being serviced or repaired (two of these were half days with the equipment being back on the line the other half day in each instance).

Our record shows one day that the equipment was involved in extra work for one-half day and the other half day was on the line driving piling.

Our record shows one day moving to Pier 156. This is a contract item and the move, I understand, was made at the contractor's request.

Our record shows also one day moving back to Pier 111.

One day was lost on account of weather and three days because of legal holidays.

I can find no basis for paying extra work during this period.

The second item which we discussed was an item of 43 days for the second barge prior to the time you were released to begin sand fill on the pilings.

Of these 43 days, we find first that 11 were Saturdays and Sundays; 13½ days were paid for as extra work; four days were involved in working on a contract item (the loading of a test pile); two days the barge was involved in contract items on the bridge line; one day was a legal holiday; one-half day was involved in repairing the LCM support barge which, I understand, was sinking.

This accounts for 32 days. We are unable to account for 11 days. (Our record indicates that the barge was not on the project. We understand that it was involved in support work such as preparation of loading docks at Tongue Point and other incidental work.)

Again, I can find no basis for further extra work payment.

In addition to the above, I have further investigated the matter of the odd spacing of the piling, requiring the ordering of odd length beams. I find in our files a memorandum of understanding dated May 9, 1963 signed by Mr. Vloch which carries the following notation -- "...Survey - State will furnish instrument man to line up piles longitudinal with bridge and shoot pile cut-off..."

This letter was written in summary of preconstruction conference understanding with the understanding being in this case, as indicated by the statement above, that the responsibility of measuring from bent to bent was that of the contractor. Many adjustments in beam spacing were made to accommodate the contractor and we can, therefore, assume no responsibility for the odd length beams which occurred.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Ivan Merchant

TE:jwa

RECEIVED
NOV 5 - 1965

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F 003-1(18)

6246

COMMISSIONERS
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KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

STATE COPY
FROM
B. P. R. OREGON DIVISION

September 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 15, 1965, on Contract No. 6246, Desdemona Sands Viaduct-Columbia River Bridge-Astoria Section in Clatsop County in connection with Federal-Aid Project No. F-003-1(18).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 10-26-65

Conditions noted on above date:

None noted

REFERRED TO
Morgan Young
BY ASST. STATE HWY. ENGR.
11-5-65

RWP/jct

A. W. Parsons
Division Engineer

BY: M E Martin
M. E. Martin
District Engineer

RECEIVED
NOV 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1965

FOR FILE:

F-113-1(18)

6241

September 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your information are copies of Order for Extra Work No. 5, covering grinding the deck in spans 172, 173 and 174 of the Columbia River Bridge at Astoria on the Desdemona Sands Viaduct Section of the Oregon Coast Highway in Clatsop County, Contract No. 6246 in connection with Federal-Aid Project No. F-003-1(18).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:ds

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SEP 27 1965
FOR FILING

F-003-1 (18)
6246

MISC. CONTRACTS and
AGREEMENTS No. 2892

agenda item
4g
8-23-65

August 23, 1965

J. H. Pomeroy & Company, Inc.
Ben C. Gerwick, Inc.
755 Sansome Street
San Francisco 11, California

Gentlemen:

We are enclosing for your records and files a fully executed copy of an agreement with the State Highway Commission covering a pile damage repair and guarantee concerning the Desdemona Viaduct Section of the Astoria Bridge.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.
cc: Ivan D. Merchant

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FOR FILING

6246

SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 6, 1965
Salem, Oregon

SUBJECT: Columbia River Bridge at Astoria
Desdemona Sands Viaduct
Bridge No. 7949
Contract No. 6246
Contractor's Claim for increase in Contract Price

To: Mr. Tom Edwards
Ass't. State Highway Engineer

BUILDING

Herewith the claim from Pomeroy-Gerwick in the amount of $240,988 for their increased cost as a result of additional test loading.

They claim that, as a result of our request for additional load tests, they delayed fabrication of the system of deck forms until they were assured there would be no change in the bridge design. I believe this is so much "hot air" because, during the loading period in question, they continued driving piling spaced as indicated on the plan. No record is found where any indication was made that the basic design of the bridge would be altered.

R. W. Ellison has made a more thorough analysis of this claim and his comments are enclosed.

Alfred A. Rear
A. A. Rear
Ass't. Bridge Engineer

AAR:ge

Encl.

cc: R. D. Asburry
R. W. Ellison

NOTED
TOM EDWARDS

RECEIVED
AUG 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1965
FOR FILING
F-003-1(18)
6246

July 28, 1965

Oregon State Highway Commission

Gentlemen:

During the past winter, Pomeroy and Gerwick, under Contract No. 6246, were constructing the Desdemona Viaduct Section of the Astoria Bridge.

On February 5, 1965, an intense wind broke one of the pile-driving barges loose from its mooring and it drifted into the piling on the bridge. Seven piles were damaged. These pilings were of 3-foot diameter, hollow cylindrical prestressed concrete. The piling, after being driven, are filled with concrete. When struck by the barge, some small circumferential cracking occurred.

After negotiation with the contractor and the Bureau of Public Roads, it was determined that the outer surface of the cracked piling should be sealed with epoxy coating in order that the salt water not be in constant contact with the prestressing wires and result in separation of the wire. After negotiation with the Bureau, the epoxy treatment was approved by them, subject to the stipulation that Pomeroy and Gerwick guarantee the work and post a bond for a period of three years, during which time it could be accurately determined if the cure was effective.

Such an agreement has been prepared, we recommend your approval.

This matter will be on the agenda for the Commission meeting August 24.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan D. Merchant
R. D. Asburry

TE:jwa bg

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 2, 1965

In reply refer to: 08-35-EC

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Washington - Oregon Project F-003-1(18)
Columbia River Bridge (Astoria)
Desdemona Sands Viaduct, Contract No. 6246

Mr. Merchant's April 21, 1965 letter requested our concurrence in a 72-day extension of time for the subject project.

We cannot concur in any extension of time, according to Article 1.8.6 (Revised) of your contract special provisions. This provision indicates that certain causes shall be considered "... to the extent only that said causes actually increase the time, in calendar days, required for completion..." (emphasis added). Information presented indicates that the contractor would have been delayed by the late delivery of deck forms in any event. Therefore he was not necessarily prevented from completing the work either by failure of your representatives to act promptly in carrying out obligations and duties, necessitating State ordered suspensions or by changes in plans only for which you would grant a total of 62 days. In addition, you proposed 10 additional days for strikes and a special Federal holiday. Your special provisions even more clearly indicate that such causes cannot be considered.

RECEIVED
JUN 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Merchant ✓
[illegible]
Work ✓

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 18 1965
FOR FILING

6246

3515

May 17, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.6

Dear Sir:

Your memorandum dated May 7 offers comments and recommendations from your Washington office regarding the pile damage suffered the Desdemona Sands Viaduct during a winter storm.

The statement is made that "...it appears to us that insufficient investigation of the below water areas of these piles, particularly the areas near the bottoms of the concrete plugs, under conditions that would permit a visual examination, have been made to justify a decision as to method of repair..."

A visual examination was made of all damaged pilirg by representatives of the State and Bureau of Public Roads on March 2. At this time there was an extreme low tide and a complete visual examination of the piling was made above the water line. At the same time State personnel, in diving gear, made an examination of the piles from the water line down in conjunction with a commercial diver employed by the State. During this time the water was clear and the divers made a thorough inspection down to the ground line. This inspection indicated that the greatest amount of damage to the piling was in the area at approximately the bottom of the concrete plug, or elevation -5, and above.

After this examination, the contractor requested permission to experiment with an epoxy coating to seal the cracks. Permission was granted the contractor to make this test on a section approximately two feet wide by 20 feet high, with the 20-foot height centered approximately at the low water line. This test has been made and will be one month old on May 20, at which time a complete examination will be made of the patch.

Bureau personnel will be advised when there is an extreme low tide to permit physical examination and testing of the test installation. After the visual and physical testing of this test patch a determination will be made as to whether or not the State will permit the contractor to complete the encasement of the damaged piles by this method.

You may be sure that the State is as anxious as the Bureau of Public Roads to repair the damaged piling to the end that there will be no future structural damage to the piling or the bridge as a whole.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
C. H. Maison
L. H. Young
Ivan D. Merchant

IDM:mm jwa

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Edwards

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 7, 1965

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Astoria Bridge - Desdemona Sands Viaduct pile damage

Our Washington office, after reviewing certain reports furnished them by our Regional office pertaining to the damaged piling, offers the following comments and recommendations for your consideration:

> "After examining these reports it appears to us that insufficient investigation of the below water areas of these piles, particularly the areas near the bottoms of the concrete plugs, under conditions that would permit a visual examination, have been made to justify a decision as to method of repair.
>
> "If a visual examination of these areas shows no injury more serious than those noted in the reports, the coating of these piles with an epoxy may be sufficient providing the tests referred to in your memorandum indicate that this coating can be applied properly under the prevailing conditions. However, as a precautionary measure, we think it would be prudent for the State to require the contractor to post at least a 25-year bond to cover the estimated costs of further repairs should time prove them necessary."

As stated in our Inspection Report No. 14, dated April 2, 1965, this office feels that we cannot be assured that the proposed epoxy coating will prevent serious corrosion of the prestressing steel. If serious corrosion does occur, then a portion of the structure could conceivably suffer total collapse during a storm without any previous evidence or indication of distress in the structure. For this reason we believe that there should be concern for more than just the possible costs of further repair.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 13 1965
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAY 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON DIVISION

08-00.6

Mr. B. M. French
Regional Engineer
Portland, Oregon

April 27, 1965

32-46

G. M. Williams, Director of Engineering and Operations
By: E. L. Erickson, Chief, Bridge Division, Washington, D.C.

E. L. ERICKSON

Oregon U-F-003-1(18)
Columbia River Bridge at Astoria-Desdemona
Sands Viaduct

This will acknowledge receipt of your memorandum of April 6 with subject caption as above, and attachments.

After examining these reports it appears to us that insufficient investigation of the below water areas of these piles, particularly the areas near the bottoms of the concrete plugs, under conditions that would permit a visual examination, have been made to justify a decision as to method of repair.

If a visual examination of these areas shows no injury more serious than those noted in the reports, the coating of these piles with an epoxy may be sufficient providing the tests referred to in your memorandum indicate that this coating can be applied properly under the prevailing conditions. However, as a precautionary measure, we think it would be prudent for the State to require the contractor to post at least a 25-year bond to cover the estimated costs of further repairs should time prove them necessary.

Act	Info		Init
		Div Eng	
		Eng Coord	
		[illegible]	
		[illegible] A Eng	S
		[illegible]	
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		[illegible]	

advance copy

NOTED
ALFRED A. REAR

RECEIVED
MAY 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 3, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

I have your letter of April 22 relative to the deficiencies which you have discovered in the manner in which Bureau of Public Roads approval is obtained in the revision of plans and specifications. My comments are as follows:

(1) As I understand the problem, this has to do with the width or thickness of expansion joint material in the structures on the East Marquam Interchange. You are assured that we will do everything possible to secure a meeting of minds in ample time that all bidders will be notified. However, on anything but very simple jobs, it seems that last-minute changes and alterations are inevitable. All I can offer is that we will strive to do the best job possible in light of keeping a program underway.

(2) This has to do with the John Day River Bridge. I fail to see the reason for your statement. I believe the record speaks for itself and nothing objective is gained by pursuing the matter further.

(3) This paragraph has to do with damage to the prestressed piles on the Pomeroy-Gerwick contract in Astoria. A review of the matter fails to reveal any item of controversay as far as this Department is concerned. It is my understanding that the contractor is experimenting with a remedial procedure on a trial basis. It seems to me that he ought to be permitted to demonstrate this process and if it is not satisfactory, something will be required that will provide an ultimate solution. The reconstruction of the superstructure apparently was due to a breakdown in communications. However, I fail to see where any harm has resulted and before the work is accepted, it is the intention of this Department to have it

NOTED
TOM EDWARDS

done in a manner that will have Bureau of Public Roads approval. If there is something about this that is out of order or if I do not fully understand the situation, I will welcome your further comments.

(4) I believe your comments on this point out that regardless of what regulation is prepared or what specification is written, there are always things that develop which require the exercise of some judgment on the part of the responsible parties.

Discussions with the Bridge Engineer indicate that piling have been driven to a point bearing on solid rock and what possible objection could be raised to it being seven feet shy of the specified elevation is difficult to comprehend. It seems to me that this is nitpicking of a high order.

If there is anything about the above that I have misconstrued or upon which you wish to comment further, please feel free to do so.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 22, 1965

In reply refer to: 08-35.6/423.31

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Federal Aid Highway Program

The current large highway program with emphasis on early completion has placed a heavy burden on all of us. Although we wish to do everything possible to expedite the program we are concerned about certain inadequacies and deficiencies in the procedures being followed. The Federal-aid regulations require that all proposed work including design revisions and construction changes be properly authorized by the Bureau in order for such work to be eligible for Federal-aid funds.

In reviewing the procedures now in effect we find a deficiency in the manner in which our approval is obtained of revisions in plans and specifications. A recent example of this was on the East Marquam project. On April 9 you sent revised plans and Special Provisions to bidders. This office did not receive copies until April 13. Though many of the changes made resulted from our conditional approval of your last minute P.S. & E. submission or subsequent verbal discussions, as it turned out, this office objected to a few of the revisions therein. By the time necessary parties could get together to discuss this matter and come up with an acceptable solution, it was too late to get notification out to the bidders. The procedure should be revised to insure our review and approval of all revisions (verbal if necessary) prior to issuing the addendum letter to the bidders.

The unfortunate collapse of the John Day River Bridge involved a construction change which was not properly authorized by the Bureau. Apparently, your Department assumed that the change in that case did not require a price agreement or work order and therefore did not come under your normal procedure for submission and approval of such documents. Since the change was significant it should have been submitted for our approval. PPM 21-6.3, Item #18, sets forth the requirements for approval of changes and extra work. We realize that normal variations in footing elevations do not constitute a change in the plans and contract provisions; however, when the supporting material is significantly different from that shown or when a footing revision introduces a scour problem, the change should then be handled in accordance with the PPM.

As much as we may desire to assist you in the early restoration of flood damaged sections of the highway system, we are bound by law to adhere to the prescribed Federal-aid procedures in the programing and subsequent approval of P.S. & E. documents as well as in the construction phase of

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

emergency reconstruction projects. We understand the urgency under which your Department is compelled to act in restoring damaged traffic facilities. We do request your cooperation, however, in following the required procedures that will not only result in an orderly accounting record, but will assure your receipt of the maximum Federal funds participation possible in each instance.

The handling of the remedial work on the [illegible] Bridge Viaduct after the February damage to several of the [illegible] piling is another instance where the procedure was not in accordance with our requirements. After the damage occurred, the contractor was permitted to proceed with reconstruction of the superstructure without the concurrence of this office and before we had agreed on the type of remedial work necessary to repair the piling. Unfortunately, the repair of these piling has now become a controversial matter.

During a recent inspection of the Rouge Bridge Reconstruction it was found that the steel piling at the east end bent were not driven in accordance with the specifications. The special provisions state that these piles (at Bent 4) shall be driven to at least elevation 1200 regardless of the bearing values obtained and that plugging, jetting or drilling would be permitted to obtain this penetration. The piling were accepted by your Department although the penetration was some 6 or 7' shy of the amount specified. This acceptance was without the prior approval of this office. As discussed in our subsequent monthly inspection report, the piling appeared to be entirely adequate and they were accepted by the Bureau under the circumstances. Several times the suggestion has been made verbally to members of your Department that this type of thing could be avoided by more careful and realistic wording of the specifications.

The above items involve some inadequacies in the procedures used on Federal-aid work. We request that you review the procedures in effect to insure better compliance with requirements and maximum Federal-aid participation.

[illegible]

ASTORIA BRIDGE PROJECT

Estimated Total Cost of Construction - [illegible]-26-6[illegible]

For Bond Financed Work Stations [illegible] / [illegible]

(Inclusive [illegible])

Item	[illegible]	[illegible]	Total Estimated
PIERS			
Contract No. 6124 DeLong			
Completed & Partially Completed Contract Items	$ 4,21[illegible],079.00		
Contract Extras	21[illegible] .00		
Allowance for Materials on Hand	225,290.00		
Liquidated Damages	- 330,[illegible].00	$ 4,331,591.00	
Contract No. 6467 Raymond			
Contract Items	5,209,087.00		
Contract Extras (Orig. Authorization)	242,427.00	5,451,5[illegible].00	
Subtotal		9,783,105.00	
Contract No. 6124 DeLong			
Theoretical Total if completed		7,250,609.00	$ 7,250,609.00
Estimated Recoverable on Bond		2,532,496.00	
STEEL SUPERSTRUCTURE			
Contract No. 6266 U.S. Steel Corporation			
Contract Items	10,121,862.00		
Contract Contingencies (Orig. Authorization)	455,584.00	10,577,446.00	10,577,446.00
Possible Claims (Recoverable)	500,000.00		
SANDS VIADUCT			
Contract No. 6246 Gerwick et. al.			
Contract Items corrected to date	3,718,538.00		
Contract Contingencies (Orig. Author.)	170,196.00	3,888,73[illegible].00	3,888,734.00

Copy to Schroeder 4-30-65

ASTORIA BRIDGE PROJECT
(Continued)

Item	Amount	Total	Total Estimated Cost
RIPRAP			
Contract No. 6527 Umpqua River Navigation			
Contract Items corrected to date	477,515.00		
Contract Contingencies (Orig. Authorization)	17,336.00	494,851.00	494,851.00
ASTORIA APPROACH			
Contract No. 6499 Pacific Concrete			
Toll Plaza only contract items	70,544.00		
Toll Plaza only contract contingencies	3,174.00	73,718.00	73,718.00
ADDITIONAL EXTRAS			
(Chargeable to Delay)			
Excess Construction Engineering 15 Months @ $14,500.00	217,500.00		
Prepare new plans and specifications	2,500.00		
Core Drill DeLong Seal Concrete	26,000.00		
15 months additional Ferry Operation	280,000.00		
Sheet pile rental	22,000.00		
Additional Bond financing 450 days @ $1,000.00	450,000.00	* 998,000.00	-0-
*Recoverable			
Total Construction			22,285,358.00
Construction Engineering 8%			1,782,829.00
Subtotal			24,068,187.00
Interest During Construction			3,104,100.00
Total			27,172,281.00

STATE COPY

OSHD (Klaboe)

Form PR-33A
(Rev. 5-60)

cc OSHD(F. Klaboe)
OSHD(Bridge)
Region
Wash DC
Olympia Ofc, BPR
R. Archibald, OSHD Consultant

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

nig

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

Region No. 8	Report No. 14	County Clatsop Pacific	State Oregon Washington
Date of inspection 4-2-65	Inspection made by R. H. Tokerud, Oregon Div Bridge Engr		Project No. UF-003-1(18)
In company with *			

Quality of work	Progress of work	Time elapsed	Work completed	Est. compl. end of month
Unsatisfactory	Unsatisfactory (See Comments)	100 %	92 %	93 %

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

* R. Stephenson, A. Walker, BPR
P. M. Stephenson, I. Marchant, A. Rear, R. Ellison, OSHD
R. Archibald, ex BPR, now consultant w/OSHD

COLUMBIA RIVER BRIDGE (ASTORIA)
Desdemona Sands Viaduct

NOTED
F. B. KLABOE

(1) Substructure complete except finishing and repair work. All prestressed beams in place.

Deck slab	83% poured
Curbs and parapet	55% poured

(2) Pouring deck slab in Spans 42 and 43.

(3) Contract time expired on March 31. The contractor requested a 4-month time extension, and has now supplemented that with a request for some further time. A determination on this has not yet been made.

The primary purpose of the inspection on this date was to check on the damage to 48-inch piling at Piers 52, 53, and 55, which occurred on February 5, 1965. A detailed description of the damage is contained in the previous inspection report (No. 13 dated 2-10-65) and in a memorandum to the file dated 3-19 by Roy Tokerud (copy attached).

In accordance with an arrangement between the State and the contractor an effort was made to seal the cracks by pumping epoxy into them; however, this was not successful and the project was abandoned on 3-23. At the time of this inspection most of the cracks above water were not visible since they had been covered with a non-penetrating surface sealant in preparation for pumping epoxy into the cracks. A few exposed cracks were inspected near the water line in the downstream

(more)

EDITION OF 1-59 MAY BE USED

piles of Piers 53 and 55, and these appeared to be about 1/50 to 1/32 inch, open. (Photos taken before any cracks were covered, and showing some of the most severely cracked areas, are attached.) On this date a small hole was chipped into one of the cracks in the pile at Pier 55. This was one of the cracks which had been sealed or on which an effort, at least, had been made to seal the crack. The hole was chipped into the prestressing strands which are located in the center of the 5-inch wall. The crack was visible to this depth. The crack had been filled with some material and we were able to recover pieces of pliable rubber-like membrane from the crack as chipping proceeded. It was obvious that the material pumped into the crack was not properly proportioned epoxy since it had not set up and had no strength. The Resident Engineer had made some tests during the crack repair work which indicated that only 1 compound was being pumped into the cracks at times, instead of the necessary 2 compounds which make up the 2-component epoxy. There was no visible evidence of rust on the exposed strand in the chipped hole.

Some underwater inspection of the cracked piles was made on this date by divers. Small areas of the piling were cleaned off below water and the diver reported seeing at least one crack near the streambed. This was at an elevation about 25 feet to 30 feet below the waterline.

After the inspection work in the field a meeting was held in the Resident Engineer's office after lunch. This meeting was attended by all those listed above except for Mr. Walker and Mr. Archibald. There was considerable discussion of the extent of the damage and various remedial measures. Most of the discussion centered around the use of a reinforced concrete collar to encase the damaged pile. It was generally agreed that the appearance of such collars would be of little concern since these bents are located near the center of the 4-mile-wide river and are far removed from the shipping lanes. The writer recommended that the concrete collar be placed at all seven piles which were found to be cracked, and that the collars extend from the bottom of the cap (elevation +17) down to about 15 feet below the streambed elevation (about elevation -45). The length of pile to be encased would thus be about 60 feet, or slightly more. It was also recommended by the writer that the concrete be poured in the dry, rather than by tremie. At the conclusion of the meeting, it appeared, at least to the writer, that these recommendations would be followed.

(more)

A second meeting was then arranged to discuss the matter with the contractor. The writer chose not to attend the second meeting, so that he instead could discuss other matters pertaining to this and other inspections in the area with other State personnel. The second meeting was attended by all those listed at the beginning of this report, and contractor personnel, including Ben Gerwick, Jr., from San Francisco. As I understand it, the following general agreement was reached at this second meeting:

1. Contractor will apply an epoxy coating on a vertical strip of one pile. This strip will be about 2 feet wide, and will extend from about 10 feet above to 10 feet below the waterline. This trial coating will be applied at or near high tide, so that a considerable part of the underwater application can be observed directly during low tide.

2. If this trial coating appears to be sound and otherwise satisfactory, this method would then be approved for repair of the damaged piling.

The writer is of the opinion that the method proposed in this second meeting may not be adequate to insure that serious corrosion of the prestressed steel strands will not eventually occur by reason of the following listed comments. It is recommended that these comments be given serious consideration in the final determination of the method selected for repair of the damaged piling.

1. The proposed repair work would not seal the inside surface of the 5-inch wall. The inside of the piles are filled with sand up to elevation -5 (this is about 25 feet above the streambed at the piles in question). Above the sand the pile is filled with Class "B" concrete up to about elevation +13 and the remaining 4 feet up to +17 (bottom of cap) is filled with a Class "A" concrete plug. Because of the shrinkage of concrete there probably is a slight opening between the concrete plug and the interior of the prestressed pile. With this condition and the porous sand below elevation -5, there would be no assurance that salt air and water would not penetrate to the steel from the inside of the pile.

2. The proposed area to be sealed extends down the pile to only a few feet below streambed, and we are not assured

(more)

that there are no cracks below this point. In the design of these piles the point of fixity was assumed to be about 15 feet below the streambed.

3. Our experience with epoxies, although generally good, has included several failures for one reason or another. I do not feel that we can be assured that a thin layer of epoxy will necessarily remain bonded to the pile over the years, even though it may look good when installed. Furthermore, the epoxy coating could be damaged by floating objects, particularly during storms.

4. The contractor will obviously take great pains in coating the rather small trial area. It may be difficult to insure that he takes similar pains with the later full-scale operation, which I presume should cover several thousand square feet of area.

If the experiment appears to be successful and the State wishes to proceed with the proposed method, it is recommended that BPR acceptance of the project be conditioned upon the contractor furnishing some long term warranty on this portion of the structure. In the absence of such action, it is recommended that the proposed remedial work not be approved.

Some more or less routine comments on materials and other phases of the work and a list of measurements will be included in the next report.

View of 48"Ø prestressed pile at downstream side of Pier 55, showing diagonal torsion cracks.

Close up view of one of the most severely cracked areas.

[illegible] DIVISION

222 S. W. Morrison Street
Portland, Oregon 97204

April 6, 1965

03-02.6

Mr. G. M. Williams
32-40 Director of Engineering and Operations
Washington, D. C.

R. A. Stephenson, Regional Bridge Engineer
Portland, Oregon

Oregon [illegible]-033-1(13)
Columbia River Bridge at Astoria-Desdemona Sands Viaduct

Reference is made to damage to 48-inch diameter prestressed concrete piles in Bents 52, 53, and 55 of the Oregon bridge, and to possible methods of repair. An account of the accident causing the damage is contained in the attached copy of Mr. [illegible]'s memorandum of March 19, 1965 and Mr. Pillsbury's construction inspection report No. 13 dated February 26, 1965.

Through an arrangement between the State and the contractor, an attempt was made to fill the cracks in the piling by pressure grouting with a two-component epoxy, but the effort proved unsuccessful, and was abandoned.

An inspection of the project was made April 2, 1965 by the following:

For the State: F. B. [illegible], [illegible], Alfred [illegible],
[illegible], and Dr. Raymond Archibald acting
in a consulting capacity for the State.
For the Contractor: Don [illegible], Jr.
For the Bureau: Division Bridge Engineers R. E. Tokerud and
A. V. Walker, and R. A. Stephenson.

This inspection revealed the following:

On the basis of data supplied by project personnel, photographs taken of the damaged piles, and verbal reports of divers who had examined the piling below water level, no displacement of the piles in Bents 52 and 53 resulted from the collision on February 5, 1965. The cap of Bent 55 was forced out of line longitudinally about 15 inches at the downstream pile, 8 inches at the center pile, and about 4 inches at the upstream pile. When the cap and stringers had been removed, the piling straightened without force being applied until the top of the downstream pile was only about 4 inches out of position, and with corresponding corrections in the two remaining piling. Also, the most pronounced cracks, which originally had been estimated to be a maximum of about 1/16 inch, closed up to an estimated one-half or less of their original width, but did not completely close. [illegible] which cracks are few in number, and in general, run diagonally thus indicating that they were caused by torsion. No difficulty was experienced in pulling the piling back into line to permit replacement of the cap and superstructure.

(more)

During our inspection, a hole centered on one of the large cracks was drilled and chipped in the downstream pile of Bent 35 to a depth of the prestressing strand. The crack was clearly visible to this depth, and the epoxy was soft and pliable rather than hard. There was no visible evidence of corrosion on the strand. Following our inspections, the hole was repaired with an epoxy grout since it was within the tidal range.

Why the pressure grouting with epoxy did not successfully fill the cracks and did not harden is not known. [illegible] made by project personnel subsequent to the grouting indicates that it may have been due to improper blending in the pressure pot. A similar operation conducted by the same company on a previous date gave excellent results. Because of this previous successful experience, the Bureau had allowed the contractor, upon his assurance that the cracks would be properly filled, to replace the cap and prestressed stringers, and to pour the diaphragms and deck. All of this work had been completed prior to our inspection April 2, 1963.

On the assumption that the structural integrity of the piling has not been impaired, which would appear to be a logical conclusion from observations of the interior of the piling, our primary concern would be to effectively seal the cracks in order to preclude the possibility of stress corrosion in the prestressing strands. One method would be to encase each damaged pile with a [illegible] in place [illegible] extending from the cap to about 15 feet below the stream bed. The ground line adjacent to the bent is about elevation -30. One particular advantage of this method would be that if the collar did not effectively seal out the brackish water, and thus stress corrosion did occur, the encasement would provide the required structural strength.

Another proposal made by Mr. [illegible] was that the piling be completely coated with an epoxy, such as [illegible] 1963 [illegible] under [illegible] Chemical [illegible], from the cap down to a point below stream bed. The epoxy would be applied by the "[illegible]" method to a thickness of 1/8 inch to 1/4 inch. To prove the effectiveness of this treatment, the contractor agreed to apply a [illegible] coating over about a 2 foot width of pile surface and extending both above and below the tidal range. The coating would be applied at or near high tide so that the portion applied below the water elevation at high tide could be examined and tested later in the open at low tide.

It was agreed that the contractor would be authorized to proceed with the test, with the understanding that if further examination and tests of the trial [illegible] in the same way, or possibly in the next few months if extra time is [illegible] for testing, demonstrate conclusively that the procedure will provide the desired protection, that the procedure will be acceptable for the permanent repair.

(more)

In my opinion, the principal advantage of the epoxy coating over encasement with a concrete collar would be the more effective seal against the existing pile surface, thus excluding the possible entrance of brackish water into the cracks and to contact with the prestressing strand. The possibility of danger through such action would appear remote in view of the narrowness of the cracks. Research along this line, such as reported by P. W. Abeles in the Journal of the Prestressed Concrete Institute, Vol. 8, No. 1, February 1963, indicates little danger from stress corrosion where crack width is 0.15 mm or less. Inspection of the crack drilled into during this inspection confirms this conclusion.

Mr. Parkin stated that the proposed epoxy coating had been used successfully in the San Francisco Bay area. If you have any information concerning such use, we would appreciate receiving it. Also, your early comments are solicited. At the time the situation was discussed with you by telephone March 16, 1965, we were hopeful that the pressure grouting would prove successful. Now that it has failed to meet with the desired results, we are faced with the necessity of trying other methods of repair. Because of climatic conditions in the Astoria area, dense fog, winter storms, and high winds will be a continuing threat. Therefore, developing a successful method of repair at this time could be of great value in the future.

Some concern has been expressed over the proposed epoxy coating repair because it would not seal the inside surfaces of the 5-inch pile walls. The hollow piles are filled with concrete from the caps down to elevation -3, and with sand below. Therefore, the concrete plug should seal the inside to a point below water level as effectively as the alternate proposal to place an outside poured in place concrete collar. From information we have been able to develop, the possibility of stress corrosion below permanent water level would be negligible. As previously stated, the one apparent advantage of using a fully reinforced concrete collar would be its effectiveness in case of failure of the prestressing strands through stress corrosion some time in the future.

We shall keep you informed concerning the proposed trial repair method. In the meantime, we would appreciate receipt of your comments.

Attachments

cc:
✓Oregon Division

[illegible] — Tokerud —
Hosmer —
Pillsbury —

Form 25-121 UNITED STATES GOVERNMENT
Prev. by A.O. 206-10)
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: March 19, 1965

In reply refer to:

c. to Merchant by [illegible]
c. [illegible] to Region [illegible]

TO : FILE

FROM : Roy H. Tokerud, Division Bridge Engineer
Salem, Oregon

SUBJECT: Oregon Project U-F-033-1(10)
Columbia River Bridge at Astoria - Desdemona Sands Viaduct Damage

During a storm on February 5, 1965 a large crane barge belonging to the contractor, Pomeroy-Gerwick, broke loose and struck the viaduct under construction. It hit the 4-span series between Piers 52 and 55 displacing the cap at Pier 55 about 10 inches, and the other piers a lesser amount.

At the time of the accident the prestressed beams were in place, but the deck slab had not been poured. The damage consisted of cracked diaphragm beams, distorted and torn Neoprene bearing pads, broken concrete pedestals under prestressed beams at Pier 52, a few hairline cracks in the pile cap at Pier 53, and several cracks in the 48-inch round prestressed piles at Piers 52, 53, and 55. (This accident was discussed previously in Inspection Report No. 13, dated February 10, 1965, by R. Pillsbury.

The contractor has proposed to repair the cracks in the prestressed piles by pressure injection of an epoxy adhesive. This method, developed by Adhesive Engineering of California, has been used many times previously. No particular concern is felt over the repair of cracks found above the water line. Although claims are made that equally satisfactory repairs can be made of cracks under water, such work would appear to be much more difficult. Among other things it will be difficult to even find all the cracks below water, since the piling are partially covered with barnacles.

The State, in a letter dated March 1 (copy attached), has informed the contractor that his proposed crack repair method is approved, contingent upon successful sealing of all cracks and conclusive evidence that they have been sealed. On March 10 the matter of satisfactory repairs was discussed during a trip with R. Stephenson and Ivan Merchant. Mr. Merchant was informed that we in the Bureau were skeptical whether satisfactory repairs could be made in the underwater cracks and we were concerned that the contractor was proceeding with replacements of diaphragms and beams. On March 15 I discussed the matter at some length with Al Hart, who has followed the work in detail, and has made frequent inspections to the project since the accident. I suggested that he attempt to obtain information from

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State University in regard to the corrosion of prestressing steel constantly submerged in salt water. (Mr. Stephenson of the Region office will make similar inquiry of our Washington office). Mr. Rear stated that the State was justified in permitting the contractor to proceed with reconstruction of the damaged spans since satisfactory repairs will be required. If the cracks cannot be satisfactorily repaired, the contractor will be required to place a reinforced concrete collar around the piles which would be designed to carry the full load.

A joint trip to the project will be made in the near future to further consider the adequacy of the repairs. A copy of correspondence between the State and the contractor concerning the damage is attached.

Attachment

MAR 30 1965

FOR FILING

6246

477 Cottage Street, N.E.
Salem, Oregon - 97301

March 17, 1965

08-35.6

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. I. Merchant

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-003-1(18)
Desdemona Sands Viaduct

Your letter of March 8, 1965 requests our concurrence in a 4 month time extension. The delays discussed in your letter cover a period of time of over 3 months and 11 days rather than 4 months. Before we can act on this request we will need a justification for the entire period of the proposed four month extension. The justification should be in sufficient detail to permit proper evaluation.

Orig to Merchant
Copy to Stephenson
3-19-65

Copy to Young
3-30-65

FORM E-12[illegible] 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
AUG 20 1964

6246

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM 97310~~
Astoria, Oregon
18 August 1964

Columbia River Bridge at Astoria
Desdemona Sands Viaduct
Bridge No. 7949
Contract 6246
Conference Notes

Pomeroy Gerwick
P.O. Box 568
Astoria, Oregon

Attention: Mr. Neil Turner

I am in receipt of your summary of our meeting with Mr. Stephenson and Mr. Merchant in my office on August 24, 1964.

The results of the meeting as outlined in your letter are essentially correct except for one item and should be supplemented with additional paragraphs.

It was not the States' understanding that a seven day deck stripping cycle will be implemented prior to attaining an experience record of 3000 psi field cured test cylinders using Type I fine grind (Early Hardening) cement. It must be shown that an average of 3000 psi can be attained regularly on said test cylinders in seven days prior to implementation of a seven day deck stripping cycle. Until that time the deck forms shall not be removed prior to attaining the required 3000 psi on field cured cylinders.

The following conclusions were also reached during the meeting:

1. The Contractor will attempt to reduce the elapsed time between placing concrete in the buckets on the boats and depositing the concrete on the deck by hauling smaller loads at more frequent intervals.

2. Field control specimens representing each deck pour will be cast from the wettest load of concrete incorporated in that pour.

3. If it develops that deck curing temperatures and the temperatures at which the specimens are cured are at a variance, adjustments will be made to compensate the results for same.

NOTED
P. M. STEPHENSON

4. All extra costs incurred by use of Type I (Early Hardening) cement, additional cement, plastiment or other additive, hot water in the mix, or other means deemed necessary in an attempt to attain the necessary stripping strength in the time desired by the Contractor will be borne by the Contractor at no expense to the State.

It appears to me that a problem may arrise in attempting to use fine grind cement only on deck pours. It is my understanding that only sufficient fine grind to complete a deck pour will be placed in the cement silo and the silo then filled with ordinary Type I for other work. This presents the problem of having ordinary Type I in the silo for the beginning of a deck pour. Should this condition arrise and ordinary Type I becomes incorporated in the deck, the field control specimens will be cast from concrete using the ordinary Type I and stripping will not be allowed until they reach the required strength of 3000 psi.

Our laboratory reports that results of concrete test specimens using cardboard molds have not been comparable to specimens moded with metal forms. The quality of the cardboard molds has been found to be non-uniform and poor and the resultant strengths have been approximately 15% lower than specimens made with steel forms. In view of this we will not use cardboard molds for concrete test specimens.

R. W. Ellison
R. W. ELLISON
Project Bridge Engineer

RWE:her
cc: Don Brittain
P. M. Stephenson
I. D. Merchant
A. A. Rear
G. W. Wirrick

R
AUG 19 1964
OFFI
STATE HIGHWAY

RECEIVED
AUG 18 1964

FOR FILING

6246

August 14,1964

Mr. R. W. Ellison
Project Bridge Engineer
Oregon State Highway Department
Post Office Box 686
Astoria, Oregon

Subject: Columbia River Bridge at Astoria
Desdemona Sands Viaduct
Bridge 7949, Contract 6246
Conference Notes

Dear Mr. Ellison:

We appreciate your courtesy in arranging the meeting today with Mr. Stephenson and Mr. Merchant. It is most helpful to discuss job problems in such an atmosphere.

We do not believe it is necessary to review all of the many details we covered, but it does appear to us it would be helpful to summarize our understanding of the conclusions which were reached.

SUMMARY

Deck concrete will continue to be made with Type I (Early Hardening) cement, AED, and 4 oz. Plastiment per sack. Increased emphasis will be given to all aspects involved in maintaining a uniform slump at the deck delivery point, targeting at 3½ inches. Any loads over 4 inches will be rejected or corrected. Mixer loads will be reduced to 5 c. y. per truck. The present mixing time requirement (15 min. per 6 c. y.) will be reviewed to see if this can be shortened withour deleterious effects upon the mix.

Field control specimens representing each deck pour will be taken on the deck. All specimens for each pour will be taken from the same batch. Pomeroy-Gerwick will provide a work area suitable for casting specimens, with railing or other protection to insure they are not disturbed. The contractor also will provide on the deck a wheelbarrow of sufficient size to hold all concrete necessary to mold a set of specimens.

Specimens will be stored on the deck in a box, to be provided by the contractor. Specimens will be stored upright, surrounded by damp sawdust, and the box will be covered with a damp deck rug. Specimens will not be moved after they are cast until they are finally taken to the laboratory for breaking.

The decision as to whether to use parafined paper or can moulds was deferred pending further investigation.

NOTED
P. M. STEPHENSON

Summary (continued)

Mr. Ellison's letter of August 10,1964 stands rescinded, and stripping deck forms will be scheduled on a 7-day cycle. This is based upon achieving an average 7-day strength of 3000psi, recognizing that individual breaks may be recorded both above and below that figure.

Specimens molded by Pomeroy-Gerwick during Pour No. 18 will be recorded by the Resident Engineer if needed to supplement State specimens.

A program will be developed to determine the correlation between deck curing temperatures and the temperatures of specimens being cured both on the deck and at the dock area.

Pomeroy - Gerwick will revise and submit stress calculations for girders subjected to traveler loads, taking into account actual operating conditions. These are less severe than thoseassumed for the analysis originally submitted to the State.

Measurements of girder deflections under traveler loads will be furnished to the State, showing participation of interior girders through the pre-poured deaphragms and special connections provided by the contractor.

The contractor will develop and submit for approval a plan for applying moist heat to deck pours during cold weather.

Mixes, control and other aspects of concrete utilized in bridge elements except for the deck will be continued as at present.

The above represents our understanding of the results of our conference, for which we again thank you.

Very truly yours,

Neil W. Turner
Executive Vice President
Ben C. Gerwick, Inc.

cc: Mr. Stephenson
Mr. Merchant
Mr. Brittain
Mr. Divita

RECEIVED
AUG 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 12 1964 By [illegible]
Title [illegible]
U.S. Bureau of Public Roads

Project Name Columbia River Bridge - Desdemona Sands Viaduct Date 5 June, 1964

Highway [illegible] Contract No. 6246

County [illegible] Prefix [illegible]

Contractor [illegible] Pomeroy and Company Inc. and Ben C. Gerwick Inc. F. A. Project No. [illegible]-103-1(18)

Address [illegible], Astoria, Oregon Order No.

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Extend three 48" diameter prestressed piles which were driven below plan elevation at the States' request.
Extensions required: one four foot, one twelve foot, and one eight foot.
Extensions to be made in accord with Pomeroy-Gerwick drawings SK 15 and SK 16, "Approved as noted" by Oregon State Highway Department.

Location by station numbers:

Pier 95 (downstream pile)	Sta. 216 + 90
Pier 94 centerline	Sta. 215 + 10
Pier 91 centerline	Sta. 169 + 78

Estimate of quantities and cost:

Labor	$[illegible].00
Equipment	2200.00
Material	[illegible]
Total	$ 5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Bid item for extension of piles in place was not included in this contract. Contractors price of $10,624.00 for this work on price agreement basis appears excessive.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,254,907.50
Present estimate of project cost, including $5,000.00 for work under this order	$3,978,278.35
Expected under-run ~~over-run~~ amount	$276,629.15
Expected under-run ~~over-run~~ per cent	6.5

Space to right of this line is for use of Salem office

Submitted by: R. W. Ellison
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: R. E. [illegible]
Division Engineer

Approved [illegible]
~~Deputy State Highway Engineer~~
Assistant State Highway Engineer or Office Engineer

State Printing

original copy to Young
7-2-64

RECEIVED
JUL 6 1964
FOR FILING

FORM CD-121 (9-25-[illegible])
(PRESC. BY [illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO :Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon
ATTENTION: Mr. L. P. Shaw

DATE: May 12, 1964

FROM :A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT:Inspection-in-Depth of Prestressed Pile Casting - F 003-1(18)
Columbia River Bridge

Attached to this cover memorandum is an Inspection-in-Depth report by H. A. Schell, covering the hollow pile casting at Empire Precasting Yard in Portland.

Four main points are mentioned for further consideration by your department. Items 2 and 4 have been discussed with Mr. Desarano. It is understood that all stressing operations are now verified by at least one strand elongation check. The curing operation was to be administered more closely according to specifications. Other items need additional study. Please indicate the remedial actions taken by your people on attempting to clarify these points.

Attachment

NOTED
LLOYD P. SHAW

NOTED
TOM EDWARDS

[illegible]
MAY 1[illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Region (3)
Wash DC
File 439
OSHD(L P Shaw)

STATE COPY

Form PR-33
(5-2-56)

Region 8
Oregon
Division No. ....
District ....
F-092-1(18)
Columbia River Bridge

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Report on Inspection-in-depth

Inspection made by H. A. Schell *Date inspection made* 3-10-64

In company with C. DeSerano and E. J. Reif, Oregon State Highway Department

COLUMBIA RIVER BRIDGE
Prestressed Piling Fabrication

This is an inspection-in-depth of the prestressed piling casting for the 11,200-foot-long concrete viaduct under contract to Gerwick & Pomeroy of San Francisco for a portion of the Astoria Bridge across the Columbia River. The work involves 140 80-foot prestressed beam spans with a roadway width of 28 feet. The substructure is composed of 3-pile bents, utilizing 4-foot diameter hollow prestressed piling, with 5-inch wall thickness. These piling are being cast at Empire precasting and prestressing yard located at 92nd and Halsey in Portland, Oregon. The piling are cast at the yard, hauled to the river, loaded on barges, and shipped to the job site. Piling on this date were being cast with an order length prepared by the contractor and engineer from driving results obtained at the job site.

SUMMARY: The following are points that are complimentary to the State's procedure at this plant:

1. An excellent manual of standard operating procedures for prestressed and concrete production has been prepared by the principal inspector.

2. The principal inspector exhibits a keen interest in the work and is competent in both administration and engineering for this operation.

3. The State is using a check-off sheet with copies for the fabricator after prestressed strands are released and forms removed to assist both the fabricator and engineer in correcting any deficiencies found after this initial inspection.

A few points, which if adopted could improve the State's operating procedures are as follows:

1. The principal inspector should have a competent assistant thoroughly familiar with the entire operation who can make engineering decisions and assist the principal inspector in the event he is absent.

NOTED
TOM EDWARDS
NOTED
TOM EDWARDS

(more)

Comm-DC 47159

2. An elongation check of at least one strand located within the prestressing bed should be made during all prestressing operations.

3. Eliminate the specification requiring submission of anchorage assemblies.

4. More rigid enforcement of the steam curing specifications.

TIME BREAKDOWN:

Project inspection time:	7 hours
Writeup time:	6 hours
Travel time:	2 hours

SUPERVISION: The inspection of this work is under the immediate supervision of the principal inspector, Mr. C. DeSerano, who maintains an office in the Metropolitan Division office at 60th and Glisan. The principal inspector works under the general supervision of Mr. E. J. Rief, Division I inspecting engineer, and all are under the immediate control of the Oregon State Highway Laboratory in Salem. Mr. DeSerano has had considerable experience as a bridge inspector and prior work with the Corps of Engineers as officer in charge of various harbor dams, churches, schools, roads, and water facilities. He supervises the inspection of the two prestressed concrete plants and all ready-mix concrete plants in the metropolitan area of Portland. He is assisted at this time by approximately 13 men involved in the functions mentioned. He does not have any appointed competent assistant to share the burden of duties that are necessary in a demanding job such as this. In the event of sickness or an urgent call to a site or project that is in difficulty, a capable assistant could render decisions under the general supervision of the principal inspector and keep all work progressing satisfactorily without undue delay.

Because of the aforementioned problem of qualified personnel, Mr. DeSerano has prepared a standard operating procedure manual to assist personnel inspection work. This manual is an invaluable assist to new men and a good reminder to experienced people.

Assistants interviewed on the project clearly indicated that they know precisely what their duties are in inspecting the prestressing and fabrication of thes e prestressed piling.

APPROVAL OF FABRICATION PLANS AND DEVIATIONS: The inspector, after confirming who the supplier is (based on the various news media that is issued from the State Highway Department) becomes completely

(more)

familiar with the casting bed of the prestressing plant. He then receives approved fabrication plans from the Design Office. The plans on this project were approved July 18, 1963. Preliminary calculations are then performed by the principal inspector and the elongation is checked by Hook's law as an additional precaution for verifying the "plant's" computations. (This plant uses all Roeblings curves and charts as a basis for figuring elongation and pressure.)

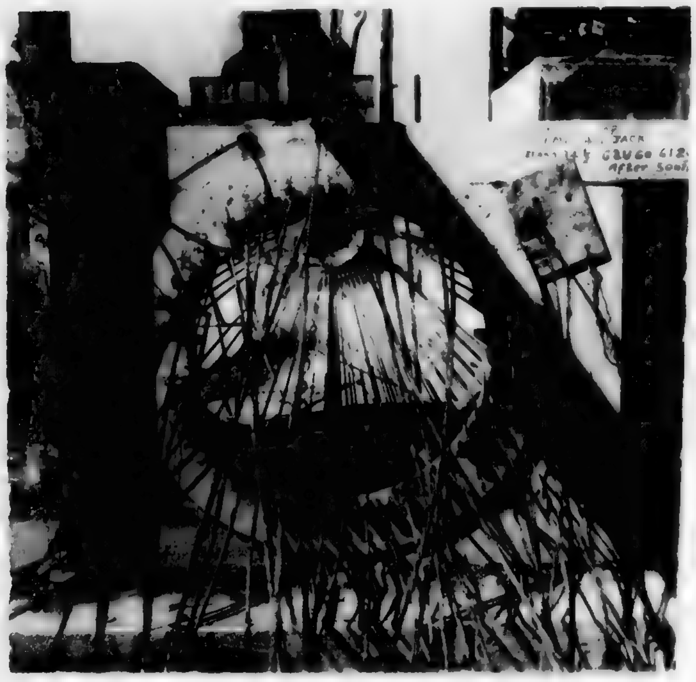


Figure 1
Front Side End Anchorage.
Note grouping of strands for
king pins and lifting eyes.

Figure 2
Collapsible Stationary Core Form.
10 ton weight rides on rail
while pouring.

The State has authorized the use of 7/16-inch diameter 270 ksi strand and there are 42 strands/pile. These strands are located into six groups around the outside area (See Figure 1) allowing for the placement of various king pins (1 inch round) for core support (See core picture, Figure 2), and the 7-1/2-inch void strand area at the 1/2 points for lifting eyes (these are 5" round voids utilized for hoisting these heavy piling). This fabricator has also altered the spiral reinforcing. He is using 1/2-inch round spirals at the driving end of the piling rather than the 2-gauge spiral required on the plans.

(more)

The spiral measured dimensions and approved dimensions are given below:

Measured Dimension	Approved Dimension
6 turns @ 1 1/2" = 9 inches (1/2" round)	1 1/2" spacing = 9"
14 turns @ 4" = 4'8" (1/2" round)	4" spacing = 4'8"
32 turns @ 2" spacing = 5'4" (5/16" round)	2" spacing = 5'4"

Computations were reviewed for the use of two jacks, a Racine and a Simplex jack, the latter being utilized on this date. This Simplex jack required a gauge pressure of 6150 pounds and elongation of 32 1/2 inches. This elongation allowed for two anchorage grippers, however the fabricator has added a short length of strand and one more gripper in order to reduce the amount of wasted strand at one end of the bed,making a total elongation of 32 3/4 inches. This variation clearly indicates the function of the inspecting engineer for checking the field setup for proper assumptions. He must make minor adjustments and any computations that indicate a variation from the figures indicated on the fabrication plan submission. Specifications require the submission of two anchorage assemblies to grip the strand while testing. The State laboratory has devised a gripping procedure using aluminum pipe and an epoxy compound and it is no longer necessary to provide anchorages unless a test of the anchorage is necessary. It is felt that the specification should clarify this point because anchorage assemblies are not being tested.

Plans call for an epoxy mortar for the 4'4" top section of the pile plug, and the fabricator with State approval has elected to use a compound name "Rugasol" to supplement the epoxy. This material is painted on the "core" form approximately 4 to 5 feet from the driving end and it prevents the contact surface of concrete from hardening to a depth of approximately 1/8 inch. This loose mortar material after form stripping is then brushed away, giving a rough texture for adequate bond of the poured-in-place plug.

INSPECTION BY STATE PERSONNEL: The State inspector inspects all prestressing steel installed and the spacing of all reinforcing steel in conformance with approved shop plans. Steel strand is taken generally from pretested reels. Two reels were inspected on this date and they were:

Reel 3	53 - 37	E = 28.3 X 10^6
Reel 4	53 - 37	E = 27.4 X 10^6

(more)

A materials report for one of the reels of prestressed strand for beams had not been received to date. If this result is not received in time for stressing, the fabricator is informed and he installs the steel strands at his own risk, facing a possible rejection of the entire unit cast.

Figure 3
Bottom 1/2 Round Stationary Form. Part of cables are in place but not elongated.

Steel bottom forms are placed (see Figure 3) and the inspector observes all stressing. This was accomplished on this date with a Simplex jack which stresses each individual strand in a sequence that reduces to a minimum the eccentricity of the complete anchorage assembly. The inspector measures and records elongation and gauge pressure readings. During this inspection the elongation of the strand was measured by the writer and principal inspector away from the influence of all the jacking assembly. Measurement per 10-foot length varied from 0.70 to 0.78 inches at the proper gauge and elongation readings where required length should have been 0.816 inches per 10 feet. This variation was thought to be attributable to the gauge pressure and a new certified gauge was installed the following day. The existing jack was checked July 18, 1963. It would appear desirable to set up a periodic checking procedure for verifying the elongation and checking gauge readings; however, it would even be more desirable to check the elongation of a 10-foot length of one strand at least once during every stressing operation. This would give a check both on gauge and jack elongation with very little extra effort and this is recommended.

Figure 4
3-10-64 – Completely Automatic Batch Plant. Front end loader receiving batch.

After the stressing operation is complete and the spiral reinforcement placed, the inspector checks the gauge readings at the automatic concrete batching plant (See Figure 4) and concrete is hauled

(more)

from the plant by front end load and placed into the movable hopper form shown in Figures 5 and 6.

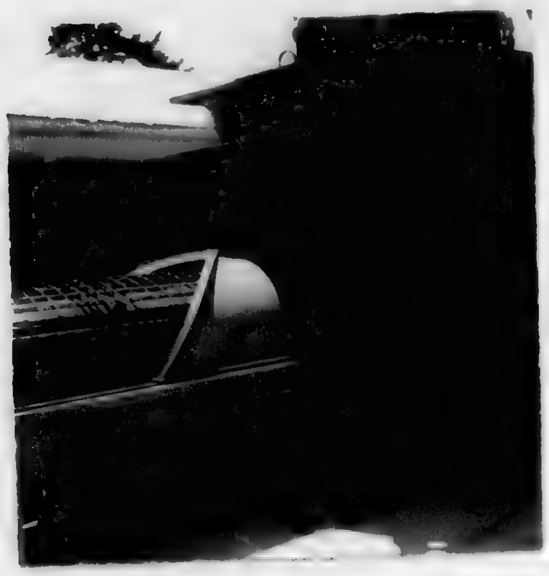


Figure 5
Movable Finishing Form Hopper. Triangular section at nose added to keep concrete in forms.

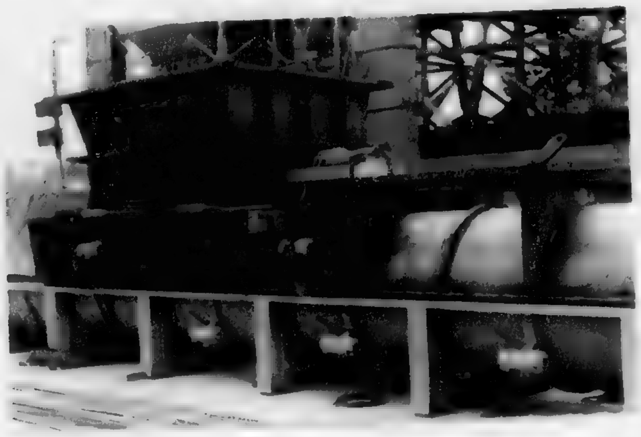


Figure 6
Finishing Form Hopper and Possible Location of Electric Form Vibrators.

A record sample was obtained from the aggregate belt feeding the automatic machine on this date and the results of the 1-sack mix are as shown:

Item	Plant Setting	Record Sample
Cement	94#	94#
Sand	111#	107.5#
Gravel	251#	250.2#
Cement per cubic yard	8.5 sks	8.5 sks

The results are virtually the same as the above data indicates, indicating adequate control. The cement content is at the upper limit allowed by the State for prestressed concrete.

For each pour five sets of cylinders are taken. Two are used for the initial break for releasing the prestressed strands and are generally broken within 8 1/2 hours. One is used for a 7-day break and two for 28-day breaks.

(more)

After all concrete and finishing have been completed, tarps are hung over wires over the prestressed unit and steam is applied through the ports at approximately 10-foot centers until generally a maximum of approximately 160 degrees are reached. The entire steaming operation is recorded on an automatic disk graph and several were reviewed on this date. Some recording graphs indicated steam temperatures above 160 degrees; however, none were over 185 degrees and the principal inspector indicated that as long as the temperature did not rise over this latter figure no problem was experienced. It is felt, however, that this high temperature is in the critical range and could reduce the strength by 10 percent (see Bureau of Reclamation "Concrete Manual"). It is recommended that the fabricator be required to adhere closer to the specifications for maximum temperature. Some charts indicated a 55 degree drop in one hour after removal of steam (specifications require a 40 degree drop per hour). It appears that even though the tarps are removed shortly after the steaming process is completed the prestressed member cools off at a speed that does not induce any extra temperature cracks. It is felt that this large drop in temperature, although apparently not critical to date, could contribute to some temperature cracks and that the cooling speed should be controlled to a greater extent.

EXPLANATION OF PLANT: This plant set up is unique in the fabrication of large hollow diameter prestressed piles in this area. The two stationary forms, the bottom half and the "core form, are supplemented by a movable top form in which the concrete is placed. This appears to be a very efficient operation.

The prestressing bed length is 429' 3" and has two 20-foot long prestressed end anchorage beams embedded 13 feet at each end. They give no noticeable deflection under the stressed condition (see Figures 1 and 7). The forms include a bottom one-half round (see Figure 3) and a stationary inner-core (see Figure 2) which is supported on king-pins at the quarter points. These pins are removed after the concrete has taken its initial set. These inner cores are collapsible and have inside rails for support of approximately 10 tons of movable weight to prevent flotation. The finishing form is a movable section about 30 feet long and has

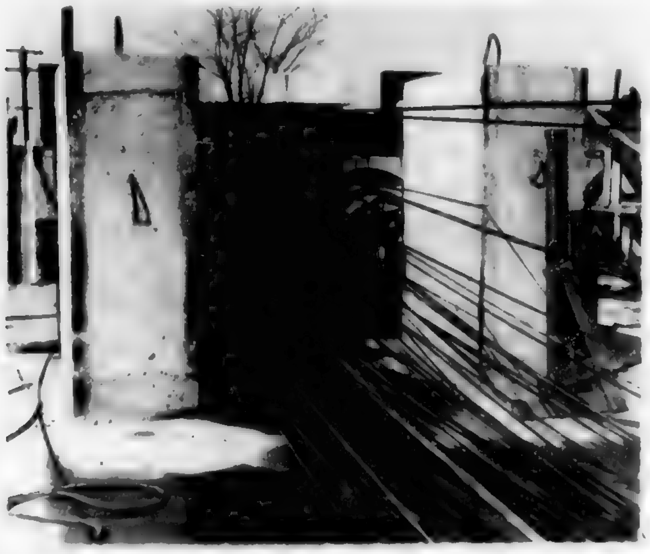


Figure 7
Back Side End Anchorage Prestressed Beam Embedded 13 Feet

(more)

and has a 10-foot hopper (see Figures 5, 6, and 8) and a sloping nose for maintaining concrete within the forms. It has an imposed dead load weight of approximately 3 tons to hold the form from floating. Vibration is performed by movable electric form vibrators (vibrate 10,800 rpm, converts from 400 V AC to 48 V DC (see Figure 6). Generally 6 of these vibrators are used on the movable top form and 2 on the bottom section (not shown in picture as such). The movable form is pulled by a cable and winch set up and generally moves at approximately 1 to 1 1/2 feet per minute; however the fabricator has poured up to 330 feet of piling in 1 1/2 hours for a rate of about 3 1/2 feet per minute with no adverse effect. Nine men compose the entire crew. These men are busy hauling concrete from the totally automatic batch plant (see Figure 4), charging the hopper of the movable form and cleaning up and removing kingpins. Two finishers are floating the pile lightly while concrete is still in a semi-plastic stage (see Figure 8). The finished pile is very satisfactory (see Figure 9).

Figure 8
Trailing Finishing Form and 2 Finishers. Note 3 ton concrete dead load weight.

Figure 9
Finished Pile Appearance

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
APR 22 1964
FOR

(12)

C.H.

April 20, 1964

J. H. Pomeroy and Co., Inc.
and Ben C. Gerwick
Box 568
Astoria, Oregon

Gentlemen:

Columbia River Bridge at Astoria
Contract No. 6246
Bridge No. 7949

Contract No. 6246 for the Desdemona Sands Viaduct requires the furnishing and driving 417-4' diameter 5" wall precast prestressed piling. In the process of manufacturing these piling 12 piling have been rejected by the State as not being suitable for use. In an effort to salvage all or a portion of the rejected piling the Empire Building Material Company, your piling supplier, requested a meeting to consider possible corrected measures to make the piling acceptable for use. An inspection of the rejected piling was made by Salem representatvies of the Highway Department and Salem and Portland representatives of the Bureau of Public Roads on April 16. The rejected piling were considered as not suitable for use for three basic reasons listed as Items 1, 2, and 3 below:

Item 1. Poor workmanship in forming, placing, and curing of concrete in the pile shell.

Item 2. Wall dimensions out of specification thickness tolerances due to center form core movement during pouring operations.

Item 3. Excessive cracking of concrete.

Pile Nos. 7, 8, and 75 fall in Item No. 1. Pile Nos. 7 and 8 were rejected for use and are considered not suitable for use in the project. Pile No. 75 was rejected because of poor concrete in the driven end. At the present time this pile has been cut off and recapped by the Empire Building Material Company. The State will permit the use of this pile provided it can be driven as required by the contract.

Pile Nos. 43, 218, 219, and 342 were rejected for use because of out of tolerance wall thickness as mentioned above in Item No. 2. Pile No. 43 had an off center core for approximately a 5' length at the driven end. Because this portion of the pile is concrete filled the State will permit the use of this pile provided it can be driven as required by the contract.

NOTED
P. M. STEPHENSON

Pile Nos. 218, 219, and 342 have an off center core resulting in varying wall thickness throughout the pile length. The State will permit the use of these piling provided they can be driven to the required bearing as required by the contract. However, this will also require a reinforcing steel cage and core concrete placed as indicated on Drawing No. B-80, copies of which are enclosed.

Pile Nos. 289 and 295 were rejected for use because of longitudinal cracking and fall in Item No. 3. The State will permit the use of these piling provided they are repaired with an epoxy and provided they can be installed as required by the contract.

Pile Nos. 293, 345, and 346 also fall under Item 3; however, it is the belief that the cracking is of a rather minor nature and the State will accept these piling provided they can be installed as required by the contract.

In permitting the above corrective measures it must be understood that this is for the contractor's benefit and no additional cost in the driving, placing of core concrete or any other corrective measures will be accepted by the State with payment to be made on the basis of plan pile installation. It also must be understood that all piling must be driven to the required bearing as required by the contract. Permission to use the rejected piling, as mentioned above, is permissive only and the final decision as to whether or not they will be used must remain between you and your material supplier. Prior to doing any corrective work on any of these piling please advise the Project Engineer and our Portland inspection agency.

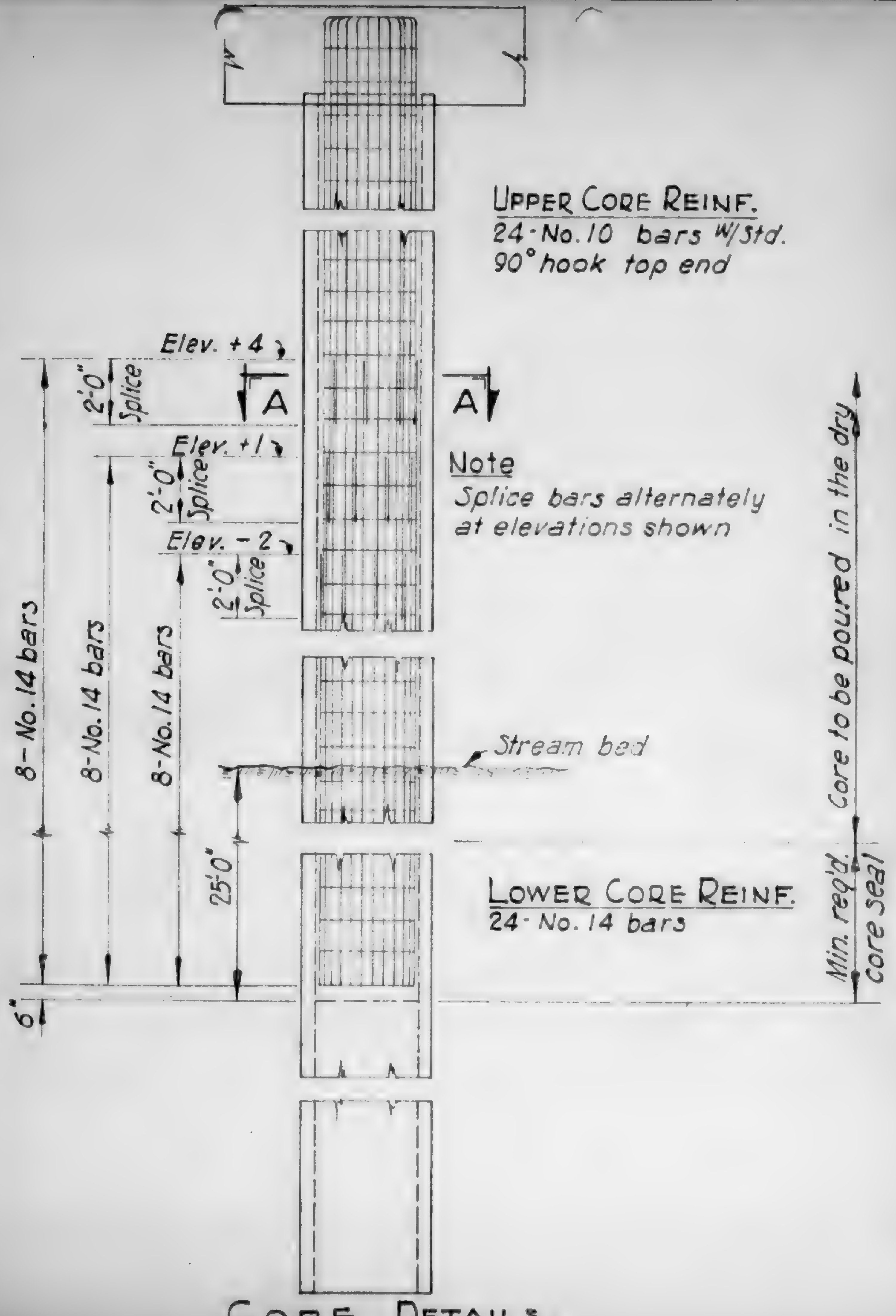
Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

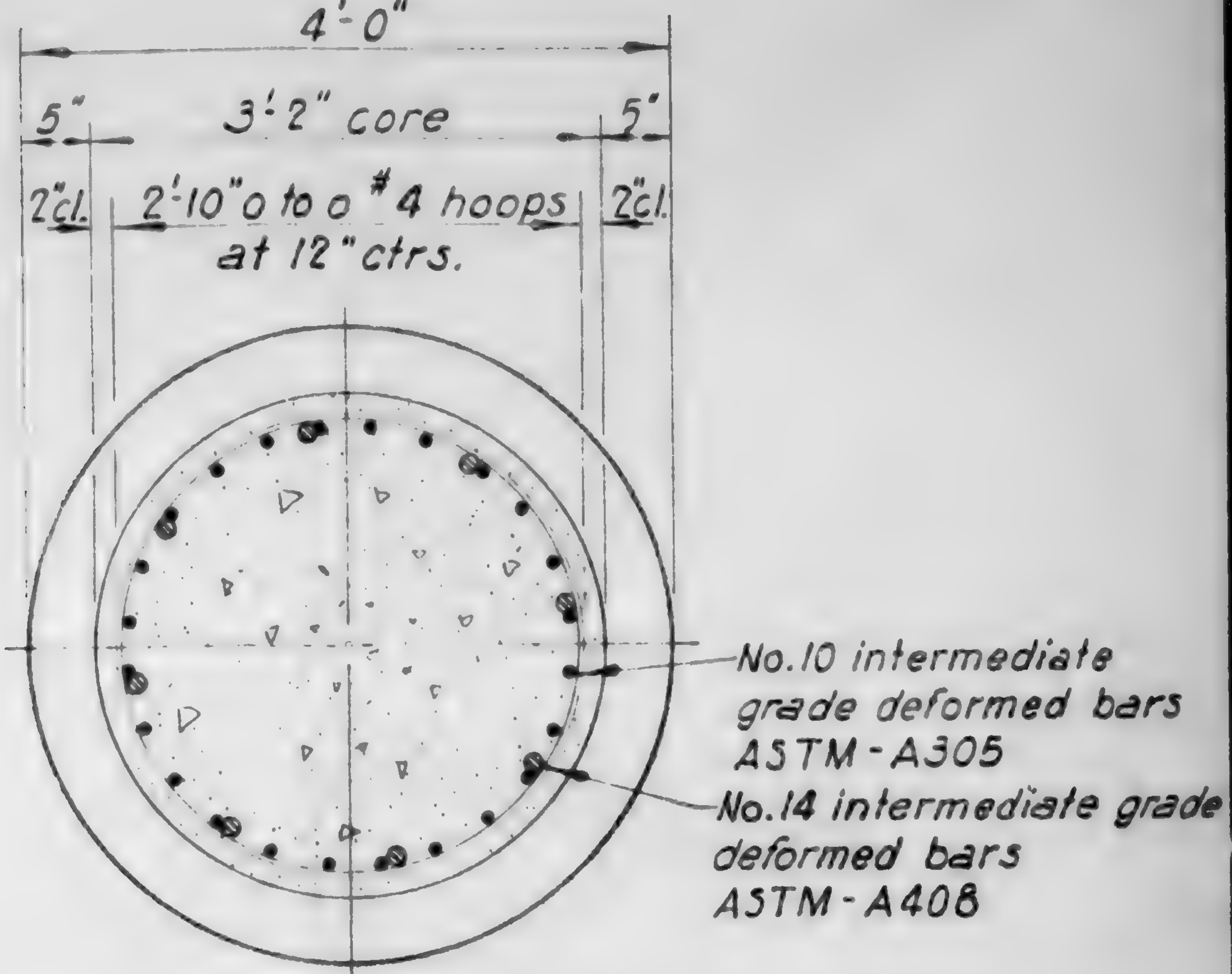
cc: Empire Building Material Co.-w/att. B-80
Ed Rief-w/att.
R. W. Ellison-w/4 att.
P. M. Stephenson-w/att.
Bureau of Public Roads-w/att
Attention: Mr. Roy Tokerud

RECEIVED
APR 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER



CORE DETAILS

Scale: 1/4" = 1'-0"


4'-0"
5"
3'-2" core
5"
2"cl.
2'-10" o to o #4 hoops at 12" ctrs.
2"cl.
No.10 intermediate grade deformed bars ASTM-A305
No.14 intermediate grade deformed bars ASTM-A408

SECTION "AA"

Scale: $\frac{3}{4}$" = 1'-0"

NOTE

Concrete shall be class "A" and have a 28 day compressive strength of 4000 psi (fc = 1600 psi)

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

COLUMBIA RIVER BRIDGE AT ASTORIA, ORE.
VIADUCT CONTRACT
CORE DETAILS

APPROVED: Ivan D. Merchant BRIDGE ENGINEER	DATE 4-17-64 BRIDGE NO. 7949 DESIGNED DRAWN J.H. DRAWING NO. B-80

APR 20 1964

April 8, 1964

Mr. Ivan D. Merchant, Bridge Engineer,
Oregon State Highway Department,
Salem, Oregon

Dear Mr. Merchant:

We have manufactured a few 48" dia. pile for the Desdemona Sands Viaduct for the contractor Pomeroy Gerwick, Inc. which have been rejected in their present condition by the State Highway Department inspectors as not complying with the specifications.

I am sure that the deficiencies in some of these pils could be corrected making them useable. I would like to ask for a meeting with you as bridge engineer and Mr. Stephenson as Assistant State Highway Engineer to consider the feasibility of making these pile acceptable and useable.

At your convenience may I meet with you on Friday of this week, or the first part of next week? Please advise me by phoning me collect the date mutually agreeable to you and Mr. Stephenson.

Sincerely,

Frank Spangler, President,
EMPIRE BUILDING MATERIAL CO.

S/s
encl

cc P. M. Stephenson,
State Highway Building,
Salem, Oregon

NOTED
P. M. STEPHENSON

RECEIVED
APR 9 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1964

FILING

6-4

Salem, Oregon
March 12, 1964

2104

Mr. R.W. Ellison
Resident Engineer
P. O. Box 686
Astoria, Oregon

Herewith coast guard letter, instructions, application forms, etc., in connection with moving the turning buoy in the area to accommodate Pomeroy and Gerwick's construction engineers and activities. This is a contractors responsibility. Temporary lighting required because of the move of the buoy is the contractors responsiblity.

Will you please see that he complies with Coast Guard regulations and that all notices, applications, regulations and so forth are complied with.

Ivan D. Merchant
Bridge Engineer

CAG:jm
Attachments
cc: Tom Edwards

NOTED
TOM EDWARDS

TREASURY DEPARTMENT
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE, WASH. 98104

3264/135
3267/641
Ser. oan-93

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Dear Mr. Cooper:

In reply to your letter of 22 January 1964 requesting relocation of Astoria Crossing Lighted Bell Buoy "AC" (Light List No. 1588), this was done on 28 February 1964. As the buoy marks the edge of the channel, the buoy is painted red, numbered "2" and the light changed to flashing white every four seconds. Also, the wave actuated bell was changed to an electrically operated horn, sounding 1 blast every 30 seconds (2-second blast). The proposal to mark this change was published in Local Notice to Mariners No. 6 dated 31 January 1964, a copy of which is enclosed. The actual accomplishment will be published in Local Notice to Mariners No. 11 dated 5 March 1964, a copy of which will be sent to you.

In connection with the above change, you will be required to establish a temporary navigational light on the bridge or bridge pier at a point nearest to the relocated buoy. This light will be maintained until you have installed the approved permanent bridge lighting. The light shall be fixed red of sufficient candle power as to be visible at a distance of at least one nautical mile 90 per cent of the nights of the year, and shall be installed in a manner which will permit the light to be carried in sight of the mariner, regardless of the angle of approach, until he is within 50 feet of the structure, visibility permitting. Enclosed are excerpts from Title 33, Code of Federal Regulations, Parts 66 and 67 requiring this light. Complete instructions for preparation of the enclosed Private Aids to Navigation Application are printed on the application. Your prompt attention to this matter will be appreciated.

C.C. to Weis. + Ward. +
" to RWE with copy of letter
C.G. material [illegible]

[illegible]
RD

3264/135
3267/641
Ser. oan-93

It is important and shall be the duty of the State of Oregon Highway Department to insure that the bridge piers and all other bridge obstructions are adequately marked by Coast Guard approved lights at all times during the transition period when one contractor finishes a portion of the bridge and another commences operation, or when the contractors have completed their contract. The temporary navigational bridge lighting maintained by present contractors is as shown on the two enclosed drawings. Advise this office of any other contractors who will be working on the bridge, so that we may advise them of the required temporary navigational bridge marking.

Sincerely yours,

Carlson
E. V. CARLSON
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the
District Commander

Encl: (1) F/CG-2554
(2) LNM 6/64
(3) Bridge Dwgs (2)
(4) Excerpts CFR, Parts 66,67

RECEIVED
MAR 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR - 3 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 4 - 1964
FOR FILING

F-[illegible]-1(12)
624

43[illegible].221.
43[illegible].221.2

January 22, 1964

Commander, 13th District
United States Coast Guard
618 Second Avenue
Seattle, Washington

Dear Sir:

The Trans-Columbia River Bridge at Astoria is to be located approximately 400 feet downstream from the buoy designated BW "AC" S-L Fl BELL Ra Ref. Our ferries presently turn immediately downstream from this buoy and require approximately 400 feet for this purpose.

Pomeroy and Gerwick, our contractors on the Astoria Bridge have indicated that in March they would like to commence construction in the immediate vicinity of the turning buoy with a floating pile driver that will require approximately 200 feet of side anchors. The side anchors will be located within the existing ferry channel, reducing the width to approximately one-half that which is necessary.

We have taken soundings upstream from the buoy and have determined that adequate width could be obtained if the buoy were moved 550 feet due east. This would be to a point where at zero tide there is approximately 14½ feet of water. Your local office at Astoria indicates that upon receipt of formal request you would have the buoy moved before March 1, 1964. We would appreciate your having this done and as short a chain as possible used in order to limit the side travel of the buoy during tide changes. Copy of our soundings map is included for your information.

Thank you in advance for your cooperation in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By [illegible]

[illegible] Engineer

ESH:ib

bc: Ivan Merchant
R. D. Asburry
R. W. Ellison
R. M. Smith

Enclosure

B. W. HUGHLETT

NOTED
G. D. ANDERS

RECEIVED
JAN 14 1964

FORM 2-30X—80M—10-62 46823

FOR FILING

6246

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
10 January 1964

SUBJECT: Columbia River Bridge at Astoria
Desdemona Sands Viaduct
Bridge No. 7949
Contract 6246
Ferry Operations and Bridge Construction

To Mr. R. D. Asburry
Division Engineer
Salem, Oregon

Enclosed please find one copy of a sketch showing soundings as taken in vicinity of the North turning buoy used by the Astoria - Megler ferry.

I have discussed the information shown on this sketch with Mr. R. M. Smith, DMS, and it is his opinion that there is enough water depth for the ferry to pass on the upstream side of the existing turn buoy without the necessity of dredging a channel in that area.

Routing the ferry thru this area will eliminate the conflict between ferry operation and bridge construction.

On the accompanying sketch I have shown, in blue, the proposed Ferry channel area and the bridge contractors equipment anchor area (in red).

Routing of the ferry thru this area will be initiated by Mr. Smith.

R. W. Ellison
R. W. Ellison
Project Bridge Engineer

cc: I. D. Merchant w/enc (2 copies of ltr)
E. G. Ricketts

NOTED
P. M. STEPHENSON

RECEIVED
JAN 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
BRIDGE [illegible]
AM JA[illegible] PM
[illegible] 1,2,3,4,5,6

RECEIVED
AUG 13 1963
FOR FILING

COMMISSIONERS
GL[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

6246

August 12, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Rds.
477 N. E. Cottage St.
Salem, Oregon

Re: Columbia River Bridge
at Astoria
Contract No. 6246
FAP No. F-003-1(18)

Dear Sir:

Pomeroy and Gerwick began work on the Trans Columbia River Bridge at Astoria Desdemona Sands Viaduct Bridge Construction on the Oregon Coast Highway in Clatsop County, Contract No. 6246, Federal-aid Project No. F-003-1(18), on August 2, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: D. B. Parkes
Floyd Query
L. H. Young
C. H. Maison

NOTED
FLOYD QUERY

9

RECEIVED

FOR FILE

FORM CD-12 (9-21-59)
(PRES. BY A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: May 24, 1963

[illegible]

FROM : A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon-Washington Project F-003-1(18)
Desdemona Sands Viaduct

Mr. Merchant's May 21, 1963 letter requested advice as to whether a deduction would be necessary for rental of a publicly-owned Port of Astoria dredge proposed as a subcontract on the subject project.

Under long established Public Roads policy as covered by your Supplemental General Provisions, Issue of September 1, 1962, since the special provisions do not specifically permit rental of publicly-owned equipment and no emergency is now indicated, a deduction would have to be made.

As you know, we have an understanding that all Federal-aid contracts will include the above-mentioned Supplemental General Provisions. Consequently, even though your department apparently inadvertently omitted the section regarding use of publicly-owned equipment from your special provisions, we would have no alternative except to make the necessary deduction if such equipment is used for the performance of necessary contract work on the project.

RECEIVED
MAY 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1963

FOR FILING

May 17, 1963

J. H. Pomeroy & Co. Inc., &
Ben C. Gerwick, Inc.,
755 Sansome Street
San Francisco 11, California

Gentlemen:

We are returning the two executed copies of contract #6246 awarded to you April 25, 1963, for the Desdemona Sands Viaduct on the Columbia River Bridge of the Oregon Coast Highway in Clatsop County, for the lack of signatures on the Contract page (7).

Please fill in the needed signatures at your earliest convenience and return these copies to this office for further processing.

We wish to thank you for furnishing us with the legal papers; Resolution for your company and Power of Attorney from surety, for our files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
MAY 27 1963
FOR FILING

March 14, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project (Item 420) covering construction of the Desdemona Sands Trestle which connects the two structures over the north and south channels of the Columbia River at Astoria. The two structures were programmed under Item 418, Project F-003-1(16).

Item 420, similar to Item 418, is an Oregon-Washington jointly-financed project and will require concurrent programming with the State of Washington. We are furnishing Washington copies of program Item 420 for use in preparing their submission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWN:c-

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	

FEDERAL-AID PROGR

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 65 US 101 Desdemona Sands Trestle (Astoria Br.)	**ADT**	PRESENT 700	FUTURE (66) (70) 1200	YEAR (71) (72) 80

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 Trestle Connection to Main Spans	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PRE 14

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Clats	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID 2

ESTIMATED PROJECT COST BY F

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		US 101 Desdemona Sands Trestle connecting structures over north and south channels of Columbia River (Astoria)			
5					**ROW**					
5					**CONST** (CODE)				2,660,000 *(3,800,000)	**26,600

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.12	2,660,000 *(3,800,000)	**26,600
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

REM
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Add
and

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

oria Br.) 65	**ADT**	PRESENT 700	FUTURE 1200 (66) (70)	YEAR 80 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 032 (4) (9)	ITEM NO. 420 (14) (16)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) F- 14 23	NUMBER 003-1 (18) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME	Clatsop	CODE 007 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID 2 (32)	STATE (36)	U.S. 101 (37) (41)

		ESTIMATED PROJECT COST BY PHASES				
	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
s uth bia						Concrete structure (Length 11200')
						ROW-60'; Access Control and Parking Restrictions-Complete
		2,660,000 *(3,800,000)	**26,600	2,633,400		
CT S	2.12	2,660,000 *(3,800,000)	**26,600	2,633,400		
		(16) (23)	(24) (33)			

REMARKS
*Oregon-Washington jointly-financed project.
**Token Financed.
Additional Data - Item 124 Project U-F-003-1(14) and Item 418 Project F-003-1(16).

RECEIVED
MAY 27 1963

FOR FILING

March 14, 1963

Mr. W. A. Bugge
Director of Highways
Washington Highway Department
Olympia, Washington

Dear Sir:

Please be advised we are presently submitting to the Bureau of Public Roads program data for construction of the Desdemona Sands Trestle portion of the Astoria Bridge.

Accordingly, for your use in the concurrent programming of this jointly-financed project, we are enclosing six copies of the Oregon PR-1 form which was submitted to the Bureau of Public Roads requesting program approval. You will note we are continuing the use of your project numbering system of F-003-1(-) and will add the agreement number when it has been established by your department.

We will be very pleased to furnish any additional information to you which we may have.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosure

JM:er

R EMPIRE BUILDING MATERIAL CO.
9255 N.E. HALSEY STREET • ALpine 4-6535 • PORTLAND 20, OREGON

FOR FILING

[illegible] (11)

6946

May 8, 1963

Bridge Div. please send these direct
F.Q.

Secretary,
Oregon State Highway Commission
State Highway Building,
Salem, Oregon

Dear Sir:

We are to be sub-contractors for the prestressed concrete on Desdemona Sands Viaduct project, and find that it would be helpful to have two extra sets of the bid drawings.

Will you please forward them to us and bill us for the cost involved?

Sincerely,

H. I. McCoy

H. I. McCoy, Vice-Pres.
EMPIRE BUILDING MATERIAL CO.

HIM/is
e

NOTED
FLOYD QUERY

Copy to Bridge Div

RECEIVED
MAY - 9 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 26 1963
FOR FILING

F 003-1 (18)

6246

April 26, 1963

Ben C. Gerwick, Inc.
755 Sansome Street
San Francisco 11, California

Gentlemen:

Yesterday we wrote to J. H. Pomeroy & Co., Inc. and Ben C. Gerwick, Inc. advising that the joint venture had been awarded the contract for construction of the Desdemona Sands Viaduct as a part of the Astoria Bridge across the Columbia River. In checking with the Corporation Department we find that Ben C. Gerwick, Inc. is not registered.

Under Oregon law an out-of-state corporation may bid on a highway project without registering, but registration with the Corporation Department is required before any work is undertaken. We have asked the Corporation Department to forward to you the necessary papers and instructions for registering with them.

Please expedite this matter as much as possible.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: J. H. Pomeroy & Co., Inc.
755 Sansome Street
San Francisco 11, California

Corporation Department
301 Labor & Industries Building
Salem 10, Oregon

L. H. Young -- Attn: D. B. Parkes
Ivan Merchant

RECEIVED
MAY 7 - 1963
FOR FILING

F-[illegible](18)

6246

477 Cottage Street N. E.
Salem, Oregon

Mr. Forrest Cooper, Oregon State Highway Engineer
Salem, Oregon

April 25, 1963

Mr. W. A. Bugge, Washington State Director of Highways
Olympia, Washington

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon - Washington Project F-003-1(18)
Desdemona Sands Viaduct
Columbia River Bridge (Astoria)

As requested in Mr. Nash's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of Contract No. 6246 to J. H. Pomeroy & Co., Inc. & Ben C. Gerwick, Inc. of San Francisco, California, low bidder in the amount of $3,777,140.00 at the April 23, 1963 bid opening.

RECEIVED
APR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
5-7-63

RECEIVED
APR 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

F-0[illegible]-1(1)

[illegible]

April 23, 1963

J. H. Pomeroy & Co., Inc.
and Ben C. Gerwick, Inc.
733 Sansome Street
San Francisco 11, California

Gentlemen:

The State Highway Commission on April 23, 1963, awarded to you State Highway Contract No. 6246 for the following project:

Astoria Bridge, Desdemona Sands Viaduct,
on US 101, Clatsop County

This award was based on your low bid of $3,777,140.00 which was submitted to the Commission on April 23, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
APR 25 1963
FOR FILING

F-003-1(18)

[illegible]

April 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of the contract for the Columbia River Bridge (Astoria)(Desdemona Sands Viaduct), Project No. F-003-1(18).

All rights of way or rights of entry for this contract have been acquired.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

J. W. Nash
Federal-Aid Engineer

RNC:bb

RECEIVED
APR 24 1963

FOR FILING

F-[illegible]

6246

477 Cottage Street, N. E.
Salem, Oregon

April 19, 1963

Forrest Cooper, Oregon State Highway Engineer
Salem, Oregon
W. A. Bugge, Washington State Director of Highways
Olympia, Washington
A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon-Washington Project F-003-1(18)
Desdemona Sands Viaduct
Columbia River Bridge (Astoria)

Our memorandum of April 1, 1963 approved the P. S. & E. documents for the subject project with the understanding that you would make any corrections found necessary following completion of our review of the plans and special provisions.

It is noted that the special provisions require that highway and bridge materials used in this project shall be manufactured in the United States of America. This is to advise that our approval of the P. S. & E. documents is also subject to the understanding that this requirement is not in violation of the laws of either State.

RECEIVED
APR 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
4-24-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 12 1963
FOR FILING

F-003-1(18)
6246

COMMISSIONERS
ERNEST A. COWELL, CHAIRMAN
EUREKA
ROBERT L. MIKALSON
CENTRALIA
GEORGE D. ZAHN
METHOW
JAMES M. BLAIR, SR.
PUYALLUP
ERNEST J. KETCHAM
SEATTLE

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

1889

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

W. A. BUGGE, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8 6431 SO. CORSON AVE
NO. 2 WENATCHEE P. O. BOX 98
NO. 3 OLYMPIA P. O. BOX 327
NO. 4 VANCOUVER 4200 MAIN STREET
NO. 5 YAKIMA P. O. BOX 52
NO. 6 SPOKANE 21 N. 2714 MAYFAIR ST
NO. 7 SEATTLE 9 509 FAIRVIEW AVE. NO

April 9, 1963

SHAW

C
O
P
Y

Mr. Roe P. Rodgers
Division Engineer
Bureau of Public Roads
Olympia, Washington

Columbia River Bridge - Astoria, Oregon
to Point Ellice, Washington
Desdemona Sands Viaduct
FA-003-1(18)

Dear Sir:

We are forwarding herewith for your files one copy of the PS&E documents for the subject project as recently received by this office from the State of Oregon. PS&E documents for the subject project have been approved by Mr. A. W. Parsons' letter of April 1, 1963 through your office. The attached submission consists of one copy each of the Plans, Bid Proposal, Specifications and Estimate.

Federal funds for the joint financing of the Washington portion of this improvement are requested in the amount of $14,118.00. This amount represents token financing based on a pro rata share of 1% of the total cost.

Your attention is directed to Page 2 of the Estimate for the subject project showing a breakdown and summary of funds.

Very truly yours,

W. A. BUGGE
Director of Highways

By: VAL G. RINEHART
Engineer, Plans & Contracts

WAB:jc
PGB
Attachment
cc: Bugge
R. L. Porter, State of Oregon
Stevens
Jayne
Massey
Nichols
Eason

RECEIVED
APR 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1963
OREGON
STATE HIGHWAY COMMISSION

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

COMMISSIONERS
ERNEST A. COWELL, CHAIRMAN
EUREKA
ROBERT L. MIKALSON
CENTRALIA
GEORGE D. ZAHN
METHOW
JAMES M. BLAIR, SR
PUYALLUP
ERNEST J. KETCHAM
SEATTLE
LORENZ GOETZ, SECRETARY
OLYMPIA

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
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P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2714 MAYFAIR ST
NO. 7 SEATTLE 9
509 FAIRVIEW AVE. NO

April 9, 1963

COPY

Mr. Roe P. Rodgers
Division Engineer
Bureau of Public Roads
Olympia, Washington

Columbia River Bridge - Astoria, Oregon
to Point Ellice, Washington -
Steel Superstructure
FA F-003-1(16)

Dear Sir:

We are forwarding herewith for your files one copy of the PS&E documents for the subject project as recently received by this office from the State of Oregon. This submission is being made concurrently with that of Oregon to their respective BPR Division Office.

Federal Funds for the joint financing of the Washington portion of this improvement are requested in the amount of $25,482.00. This amount represents token financing based on a pro rata share of 1% of the total cost.

Your attention is directed to page 2 of the estimate for the subject project showing a breakdown and summary of funds.

Very truly yours,

W. A. BUGGE
Director of Highways

By: VAL G. RINEHART
Engineer, Plans & Contracts

WAB:jc
PGB
Attachment
cc: Bugge ✓
R. L. Porter, State of Oregon
Stevens
Jayne
Massey
Nichols
Mason

RECEIVED
APR 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

3

RECEIVED
APR 8 - 1963

FOR FILING

F-003 1(1)

6246

477 Cottage Street, N.E.
Salem, Oregon

April 1, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Mr. W. A. Bugge, Washington State Director of Highways
Olympia, Washington

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon-Washington Project F-003-1(18)
Desdemona Sands Viaduct
Columbia River Bridge (Astoria)

P. S. & E. documents for the subject project are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that there has been no displacement of persons in connection with this project and that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's March 26, 1963 letter.

Authorization to advertise is given with the understanding that you will make any corrections found necessary following completion of our review of the plans and special provisions.

For the prestressing reinforcement on the Desdemona Sands Viaduct, the use of 7/16" or 1/2" diameter, 7-wire strands with ultimate stress of 270 k.s.i. is approved as an alternate for this specific project.

RECEIVED
APR 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young - with attach.
copy To Gifford
4-8-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 8 - 1963
FOR FILING

F-003-1(18)

6246

477 Cottage St. N.E.
Salem, Oregon

March 29, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Federal-aid Primary Program

Our Washington office has granted approval for the inclusion of Item 420 of the captioned program as submitted by Mr. Young's March 14, 1963 letter. This approval, effective March 28, 1963, covers Stage 2, construction phase only for the below listed project:

Item	Project	Location	Work
420	F-003-1(18)	Astoria Bridge Desdemona Sands Trestle	Structure

The project agreement number assigned by the Washington Highway Department is as shown above.

Our Washington Office also approved concurrently the Washington State portion of this program.

This project, similar to the other token financed Federal-aid portions of the Astoria Bridge, is approved with the understanding that you will not claim reimbursement on this project until a later date when you are able to determine the percent of Federal-aid ultimately to be requested and that this program will be so revised.

The total estimated cost for the 2.12 miles of this construction is $2,660,000 of which the Federal-aid token financing is $26,600. This action will reduce your Federal-aid Primary unprogrammed balance to $1,134,398 according to our records of this date.

original to Young
4-8-63

RECEIVED
APR 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
MAR 27 1963

FOR FILING

F-003-1(16)

6240

477 Cottage Street, N. E.
Salem, Oregon

Forrest Cooper, Oregon State Hwy. Engr. March 21, 1963
Salem, Oregon
Mr. W. A. Bugge, Washington State Director of Highways
Olympia, Washington

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Washington - Oregon Project F-003-1(16)
Columbia River Bridge (Astoria)
Steel Superstructure

P. S. & E. documents for the subject project are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our approval is subject to the understanding that you will make any revisions which may appear necessary following a further review of the plans and special provisions and particularly with regard to the stresses used in the high yield strength (T1-type) structural steel.

RECEIVED
MAR 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
copy To Gifford
3-26-63

NOTED
LLOYD P. SHAW

I-5-3(49) Anlauf-Elkhead Rd. Sec., 1965
155 Pacific Hwy. (Grad., Pav.,
#6247 Struct. & Sign.) [redacted]

Agreements-
at A 8736

STATE COPY

Monthly transaction number
4-5

Project report number
14

Modification number
2

F PR-2A
(REV. 10-65)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

ate
Oregon

County
Douglas

Project number
I-5-3(49)155

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 12, 19 63, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,911,967	$ 2,948,776.54
Federal funds	$ 2,678,000.00	$ 2,696,556.83
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of March, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager
[illegible]

USCOMM-DC 26364-P65

RECEIVED
JUN 14 1963
FOR FILING
6/1/74

Fo Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	Fo PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TATE Oregon
PROJECT REPORT NO. 6	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Douglas
		PROJECT NO. I-5-3(49)155

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Anlauf South 7.2 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-29-63	7.237
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,903,359.00	$ 2,670,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

Dep State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer June 12, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(49)155

ANLAUF-ELKHEAD ROAD SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 28, 1963

Type Code 6201
Roadway (Sta. 309+06.31 to Sta. 693+00)(Contract No. 6247)

Clearing and Grubbing	All	Required		$ 101,000.00
Drainage Excavation, Unclassified	8,750	cu.yds.	$ 3.00	26,250.00
General Excavation, Unclassified	886,300	cu.yds.	0.62	549,506.00
Extra for Rock Channel Protection Material	400	cu.yds.	4.00	1,600.00
Short Overhaul	1,147,000	yd.sta.	0.01	11,470.00
Long Overhaul	69,700	C-yd.sta.	0.40	27,880.00
Furnishing and Placing Topsoil	5,330	cu.yds.	2.00	10,660.00
Finishing Roadbed and Slopes	All	Required		12,000.00
Rounding Cutbanks	14,600	lin.ft.	0.25	3,650.00
Seeding	50	acres	100.00	5,000.00
Mulching	52	acres	150.00	7,800.00
Grass Seed, Creeping Red Fescue	310	lbs.	0.40	124.00
Grass Seed, Chewings Fescue	310	lbs.	0.40	124.00
Grass Seed, Perennial Ryegrass	720	lbs.	0.30	216.00
Grass Seed, Highland Bentgrass	200	lbs.	0.50	100.00
Inorganic Fertilizer	200	cwt.	5.00	1,000.00
12-inch Culvert Pipe	1,000	lin.ft.	2.85	2,850.00
15-inch Culvert Pipe	35	lin.ft.	3.70	129.50
18-inch Culvert Pipe	1,650	lin.ft.	4.20	6,930.00
24-inch Culvert Pipe	240	lin.ft.	6.70	1,608.00
36-inch Culvert Pipe	110	lin.ft.	12.45	1,369.50
18-inch Corrugated Steel Pipe	120	lin.ft.	4.60	552.00
60-inch Corrugated Steel Pipe	50	lin.ft.	35.00	1,750.00
72-inch Corrugated Steel Pipe	60	lin.ft.	45.00	2,700.00
84-inch Corrugated Steel Pipe	40	lin.ft.	53.00	2,120.00
10-inch Corrugated Metal Pipe	100	lin.ft.	2.65	265.00
18-inch Corrugated Metal Pipe	280	lin.ft.	4.20	1,176.00
12-inch Concrete Pipe	30	lin.ft.	2.75	82.50
18-inch Concrete Pipe	1,170	lin.ft.	4.40	5,148.00
24-inch Concrete Pipe	480	lin.ft.	6.50	3,120.00
30-inch Concrete Pipe	30	lin.ft.	8.20	246.00
30-inch Extra Strength Concrete Pipe	130	lin.ft.	8.75	1,137.50
36-inch Concrete Pipe	240	lin.ft.	11.60	2,784.00
Salvaging and Reinstalling Culvert Pipe	350	lin.ft.	6.50	2,275.00
Salvaging and Stockpiling Culvert Pipe	60	lin.ft.	4.00	240.00
8-inch Sewer Pipe	630	lin.ft.	1.90	1,197.00

10-inch Sewer Pipe	365	lin.ft.	$ 2.10	$ 766.50
12-inch Sewer Pipe	1,850	lin.ft.	2.30	4,255.00
15-inch Sewer Pipe	340	lin.ft.	2.85	969.00
6-inch Perforated Metal Drain Pipe	1,090	lin.ft.	2.00	2,180.00
8-inch Perforated Metal Drain Pipe	60	lin.ft.	2.25	135.00
10-inch Perforated Metal Drain Pipe	370	lin.ft.	2.50	925.00
12-inch Perforated Metal Drain Pipe	660	lin.ft.	3.00	1,980.00
8-inch Steel Drain Pipe	70	lin.ft.	2.00	140.00
10-inch Steel Drain Pipe	60	lin.ft.	2.50	150.00
4-inch Rigid-Type Drain Pipe	190	lin.ft.	1.70	323.00
6-inch Perforated Drain Pipe	13,800	lin.ft.	2.10	28,980.00
8-inch Perforated Drain Pipe	2,290	lin.ft.	2.40	5,496.00
Special Backfill in Drains	2,500	lin.ft.	6.50	16,250.00
12-inch Culvert End Sections	1	only	25.00	25.00
18-inch Culvert End Sections	50	only	32.00	1,600.00
24-inch Culvert End Sections	16	only	45.00	720.00
30-inch Culvert End Sections	2	only	75.00	150.00
36-inch Culvert End Sections	2	only	120.00	240.00
4-inch Coated Steel Pipe, 14 Gage	80	lin.ft.	1.50	120.00
1-1/2 Inch Galvanized Water Pipe	110	lin.ft.	1.25	137.50
Concrete Inlets, Type "G"	30	only	70.00	2,100.00
Concrete Inlets, Type "D"	4	only	85.00	340.00
Concrete Manholes	4	only	240.00	960.00
Reconstruction of Manholes	1	only	150.00	150.00
Reconstruction of Catch Inlets	1	only	40.00	40.00
Concrete Curbs	300	cu.yds.	46.00	13,800.00
Class "A" Concrete in Box Culverts	560	cu.yds.	68.00	38,080.00
Metal Reinforcement in Box Culverts	105,000	lbs.	0.14	14,700.00
Salvage and Stockpile Guard Rail	9,600	lin.ft.	0.50	4,800.00
Metal Guard Rail	37,000	lin.ft.	2.21	81,770.00
Metal Median Barrier	24,000	lin.ft.	3.26	78,240.00
Rail End Pieces	100	only	3.50	350.00
Guide Posts, PW-1	370	only	7.00	2,590.00
Guide Posts, PY-2	160	only	7.40	1,184.00
Guide Posts, PY-3	6	only	6.80	40.80
Type 2 Fence	3,000	rods	6.50	19,500.00
Type 3 Fence	24	rods	7.25	174.00
Salvage and Reinstall Type 2 Fence	400	rods	5.00	2,000.00
Salvage and Reinstall Type 3 Fence	80	rods	5.00	400.00
16' x 48" Metal Gates	5	only	66.00	330.00
Coarse Crushed Material in Base	198,400	tons	2.06	408,704.00
3/4" - 0 Material in Base	26,900	tons	2.12	57,028.00
Sprinkling	8,570	M-gals.	2.50	21,425.00
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Binder Course	1,050	cu.yds.	5.40	5,670.00
RC-250 Asphalt	160	tons	46.00	7,360.00
Plant-Mix Bituminous Base	24,000	tons	3.97	95,280.00
Asphalt in Bituminous Base	1,020	tons	32.50	33,150.00
Asphaltic Concrete Mixture	85,000	tons	3.97	337,450.00
Asphalt in Mixture	4,675	tons	32.50	151,937.50
RS-1 Asphalt	24	tons	55.00	1,320.00
Removal of Illumination Installations	All	Required		950.00
Removal of Existing Sign Installations	All	Required		40.00
Furnish 8" BP 36# Steel Piling	269	lin.ft.	4.45	1,197.05

Drive Steel Piles	20 only	$ 72.80	$ 1,456.00
Sign Support Footings	All Required		798.00
Metal Sign Posts	All Required		1,321.60
Wood Sign Posts	All Required		1,668.80
Type "A" and "B" Signs in Place	1,230 sq.ft.	7.10	8,733.00
Type "C" and "D" Signs in Place	638 sq.ft.	3.40	2,169.20
Type "E", "F" and "G" Signs in Place	172 sq.ft.	3.45	593.40
Type "P" Signs in Place	89 sq.ft.	4.50	400.50
(Cox Creek Rd. O'xing)			
Preparation of Slopes	120 sq.yds.	$ 3.00	360.00
Concrete Slab Riprap	120 sq.yds.	8.00	960.00
			$2,264,622.85
Flagging (57½% of Contractor's Cost)	All Required		$ 35,000.00
Signing (Temporary)	All Required		600.00
Slide Removal	All Required		150,000.00
			$ 185,600.00
	Subtotal		$2,450,222.85
	10% Engr. & Cont.		245,022.15
			$2,695,245.00

Type Code X221
Buck Creek Road (Br. #7569A)(Sta. 313+17.30 to Sta. 314+07.30)(Contract No. 6247)

Remodel Buck Creek Rd. O'xing	All Required		$ 4,000.00
Shoring, Cribbing, etc.	All Required		6,000.00
Structural Excavation -	250 cu.yds.	$ 10.00	2,500.00
Structural Excavation Below Elev. Shown	30 cu.yds.	15.00	450.00
Furnish Treated Timber Piling	480 lin.ft.	1.50	720.00
Drive Timber Piles	12 only	50.00	600.00
Class "A" Concrete (166 cu.yds.)	All Required		17,000.00
Metal Reinforcement (50,800 lbs.)	All Required		7,000.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
			$ 38,630.00

Type Code X220
Curtis Creek Road (Br. 7594A)(Sta. 460+07 to Sta. 460+95)(Contract No. 6247)

Remodel Existing Curtis Cr. Rd. O'xing	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Required		3,000.00
Structural Excavation	160 cu.yds.	$ 10.00	1,600.00
Structural Excavation Below Elev. Shown	20 cu.yds.	15.00	300.00
Furnish 10" BP 42# Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	10 only	60.00	600.00
Splice Steel Piles	3 only	40.00	120.00
Class "A" Concrete (187 cu.yds.)	All Required		13,000.00

Metal Reinforcement (50,500 lbs.)	All Required		$ 7,000.00
8-inch Metal Drain Pipe	30 lin.ft.	$ 4.00	120.00
			$ 30,240.00

Type Code X021
Curtis Creek Bridge (Br. 7272A)(Sta. 607+56 to Sta. 608+56)(Contract No. 6247)

Remodel Curtis Creek Bridge	All Required		$ 5,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	180 cu.yds.	$ 10.00	1,800.00
Structural Excavation Below Elev. Shown	20 cu.yds.	20.00	400.00
Furnish 10" BP 42# Steel Piling	100 lin.ft.	5.00	500.00
Drive Steel Piles	5 only	75.00	375.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (409 cu.yds.)	All Required		34,000.00
Metal Reinforcement (85,300 lbs.)	All Required		11,000.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			$ 55,405.00

Type Code X021
Elk Creek Bridge (Br. #7567A & 7567B)(SB Sta. 631+70 to Sta. 632+05)
(Contract No. 6247)

Remodel Elk Creek Bridge	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	250 cu.yds.	$ 9.00	2,250.00
Structural Excavation Below Elev. Shown	30 cu.yds.	15.00	450.00
Furnish 10" BP 42# Steel Piling	400 lin.ft.	5.00	2,000.00
Drive Steel Piles	14 only	70.00	980.00
Splice Steel Piles	4 only	30.00	120.00
Class "A" Concrete (511 cu.yds.)	All Required		36,000.00
Metal Reinforcement (128,000 lbs.)	All Required		15,000.00
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 64,920.00
	Subtotal		$ 189,195.00
	10% Engr. & Cont.		18,919.00
	Total		$ 208,114.00

Length of Roadway - - - - - - - - - - - - 7.159 miles
Length of 4 Structures - - - - - - - - - 0.078 miles
Length of 1 Structure - - - - - - - - - - 0.000 mile (Exception)
Length (Total) - - - - - - - - - - - - - 7.237 miles
Cost of Roadway Per mile - - - - - - - - $376,483.44

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,695,245.00	$2,479,200.00	$216,045.00
Structures	208,114.00	191,000.00	17,114.00
	$2,903,359.00	$2,670,200.00	$233,159.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939.

State Funds for Maint.: Chap. 529, laws, 1939.

~~Reclaimed~~ Retained in P.S. & E. Status

Description	Total Cost	Federal Funds	State Funds
Work by Douglas Electric Company	$3,850.00	$3,500.00	$ 350.00
Work by Yoncalla Tel. Co.	660.00	600.00	60.00
Work by Pacific NW B_ll Tel. Co.	770.00	700.00	70.00
	$5,280.00	$4,800.00	$ 480.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(49)155

ANLAUF-ELKHEAD ROAD SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 26, 1963

Type Code 6201
Roadway (Sta. 309+06.81 to Sta. 693+00)

Clearing and Grubbing	All	Req.		$ 90,000.00
Drainage Excavation, Unclass.	8,750	cu.yd.	$ 3.00	26,250.00
General Excavation, Unclass.	886,300	cu.yd.	0.55	487,465.00
Extra for Rock Channel Protection Material	400	cu.yd.	2.00	800.00
Short Overhaul	1,147,000	yd.sta.	0.01	11,470.00
Long Overhaul	69,700	C-yd.sta.	0.40	27,880.00
Furnishing and Placing Topsoil	5,330	cu.yd.	1.50	7,995.00
Finishing Roadbed and Slopes	All	Req.		10,000.00
Rounding Cutbanks	14,600	lin.ft.	0.20	2,920.00
Seeding	50	acre	150.00	7,500.00
Mulching	52	acre	175.00	9,100.00
Grass Seed, Creeping Red Fescue	310	lb.	0.60	186.00
Grass Seed, Chewings Fescue	310	lb.	0.60	186.00
Grass Seed, Perennial Ryegrass	720	lb.	0.30	216.00
Grass Seed, Highland Bentgrass	200	lb.	0.60	120.00
Inorganic Fertiliser	200	cwt.	6.00	1,200.00
12-inch Culvert Pipe	1,000	lin.ft.	3.00	3,000.00
15-inch Culvert Pipe	35	lin.ft.	3.75	131.25
18-inch Culvert Pipe	1,650	lin.ft.	4.50	7,425.00
24-inch Culvert Pipe	240	lin.ft.	6.00	1,440.00
36-inch Culvert Pipe	110	lin.ft.	10.00	1,100.00
18-inch Corrugated Steel Pipe	120	lin.ft.	5.00	600.00
60-inch Corrugated Steel Pipe	50	lin.ft.	32.00	1,600.00
72-inch Corrugated Steel Pipe	60	lin.ft.	41.00	2,460.00
84-inch Corrugated Steel Pipe	40	lin.ft.	53.00	2,120.00
10-inch Corrugated Metal Pipe	100	lin.ft.	3.00	300.00
18-inch Corrugated Metal Pipe	280	lin.ft.	5.00	1,400.00
12-inch Concrete Pipe	30	lin.ft.	2.75	82.50
18-inch Concrete Pipe	1,170	lin.ft.	5.00	5,850.00
24-inch Concrete Pipe	480	lin.ft.	7.25	3,480.00
30-inch Concrete Pipe	30	lin.ft.	11.00	330.00
30-inch Extra Strength Concrete Pipe	130	lin.ft.	12.00	1,560.00
36-inch Concrete Pipe	240	lin.ft.	13.50	3,240.00
Salvaging and Reinstalling Culvert Pipe	350	lin.ft.	7.50	2,625.00
Salvaging and Stockpiling Culvert Pipe	60	lin.ft.	4.00	240.00

8-inch Sewer Pipe	630	lin.ft.	$ 2.50	$ 1,575.00
10-inch Sewer Pipe	365	lin.ft.	3.00	1,095.00
12-inch Sewer Pipe	1,850	lin.ft.	3.50	6,475.00
15-inch Sewer Pipe	340	lin.ft.	5.00	1,700.00
6-inch Perforated Metal Drain Pipe	1,090	lin.ft.	2.00	2,180.00
8-inch Perforated Metal Drain Pipe	60	lin.ft.	2.50	150.00
10-inch Perforated Metal Drain Pipe	370	lin.ft.	3.00	1,110.00
12-inch Perforated Metal Drain Pipe	660	lin.ft.	3.50	2,310.00
8-inch Steel Drain Pipe	70	lin.ft.	2.50	175.00
10-inch Steel Drain Pipe	60	lin.ft.	3.00	180.00
4-inch Rigid-Type Drain Pipe	190	lin.ft.	2.00	380.00
6-inch Perforated Drain Pipe	13,800	lin.ft.	1.25	17,250.00
8-inch Perforated Drain Pipe	2,290	lin.ft.	1.50	3,435.00
Special Backfill in Drains	2,500	lin.ft.	6.00	15,000.00
12-inch Culvert End Sections	1	only	35.00	35.00
18-inch Culvert End Sections	50	only	50.00	2,500.00
24-inch Culvert End Sections	16	only	65.00	1,040.00
30-inch Culvert End Sections	2	only	90.00	180.00
36-inch Culvert End Sections	2	only	135.00	270.00
4-inch Coated Steel Pipe, 14 Gage	80	lin.ft.	2.00	160.00
1-1/2 inch Galvanized Water Pipe	110	lin.ft.	1.00	110.00
Concrete Inlets, Type "G"	30	only	100.00	3,000.00
Concrete Inlets, Type "D"	4	only	100.00	400.00
Concrete Manholes	4	only	400.00	1,600.00
Reconstruction of Manholes	1	only	200.00	200.00
Reconstruction of Catch Inlets	1	only	50.00	50.00
Concrete Curbs	300	cu.yd.	50.00	15,000.00
Class "A" Concrete in Box Culverts	560	cu.yd.	65.00	36,400.00
Metal Reinforcement in Box Culverts	105,000	lb.	0.14	14,700.00
Salvage and Stockpile Guard Rail	9,600	lin.ft.	1.25	12,000.00
Metal Guard Rail	37,000	lin.ft.	2.50	92,500.00
Metal Median Barrier	24,000	lin.ft.	3.75	90,000.00
Rail End Pieces	100	only	5.00	500.00
Guide Posts, PW-1	370	only	7.50	2,775.00
Guide Posts, PY-2	160	only	8.00	1,280.00
Guide Posts, PY-3	6	only	8.50	51.00
Type 2 Fence	3,000	rod	6.50	19,500.00
Type 3 Fence	24	rod	20.00	480.00
Salvage and Reinstall Type 2 Fence	400	rod	5.00	2,000.00
Salvage and Reinstall Type 3 Fence	80	rod	12.00	960.00
16' x 48" Metal Gates	5	only	100.00	500.00

Coarse Crushed Material in Base	198,400 ton	$ 2.10	$ 416,640.00
3/4" - 0 Material in Base	26,900 ton	2.20	59,180.00
Sprinkling	8,570 M-gal.	3.00	25,710.00
Preparation of Base	All Req.		3,000.00
3/4" - 0 Material in Binder Course	1,050 cu.yd.	4.50	4,725.00
RC-250 Asphalt	160 ton	45.00	7,200.00
Plant-Mix Bituminous Base	24,000 ton	4.40	105,600.00
Asphalt in Bituminous Base	1,020 ton	35.00	35,700.00
Asphaltic Concrete Mixture	85,000 ton	4.60	391,000.00
Asphalt in Mixture	4,675 ton	35.00	163,625.00
RS-1 Asphalt	24 ton	65.00	1,560.00
Removal of Illumination Installations	All Req.		1,200.00
Removal of Existing Sign Installations	All Req.		300.00
Furnish 8" BP 36# Steel Piling	269 lin.ft.	5.50	1,479.50
Drive Steel Piles	20 only	75.00	1,500.00
Sign Support Footings	All Req.		200.00
Metal Sign Posts	All Req.		1,400.00
Wood Sign Posts	All Req.		1,590.00
Type "A" and "B" Signs in Place	1,230 sq.ft.	7.00	8,610.00
Type "C" and "D" Signs in Place	638 sq.ft.	3.75	2,392.50
Type "E", "F" and "G" Signs in Place	172 sq.ft.	4.00	688.00
Type "P" Signs in Place	89 sq.ft.	4.50	400.50
(Cox Creek Rd. U'xing)			
Preparation of Slopes	120 sq.yd.	2.00	240.00
Concrete Slab Riprap	120 sq.yd.	7.00	840.00
			$2,308,258.25
Flagging ~~Signing~~ (57½% of Contractor's Cost)	All Req.		$ 3,500.00
Signing (Temporary)	All Req.		600.00
Slide Removal	All Req.		150,000.00
			$ 154,100.00
Utilities			
Work by Douglas Electric Co-op.	All Req.		$ 3,500.00
Work by Yoncalla Telephone Co.	All Req.		600.00
Work by Pacific N.W. Bell Tel. Co.	All Req.		700.00
			$ 4,800.00
	Subtotal		$2,467,158.25
	10% Engr. & Cont.		246,715.75
	Total		$2,713,874.00

Type Code X221
Buck Creek Road (Br. #7569-A)(Sta. 313+17.30 to Sta. 314+07.30)

Remodel Buck Creek Road O'xing	All Req.		$ 2,000.00
Shoring, Cribbing, etc.	All Req.		6,000.00
Structural Excavation	250 cu.yd.	$ 6.00	1,500.00
Structural Excavation below Elevation Shown	30 cu.yd.	10.00	300.00
Furnish Treated Timber Piling	480 lin.ft.	1.50	720.00
Drive Timber Piles	12 only	100.00	1,200.00
Class "A" Concrete (166 cu.yd. $80.00)	All Req.		13,280.00
Metal Reinforcement (50,800 lb. $0.15)	All Req.		7,620.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
			$ 32,980.00

Type Code X220
Curtis Creek Road (Br. #7594-A)(Sta. 460+07 to Sta. 460+95)

Remodel Curtis Creek Road O'xing	All Req.		$ 2,000.00
Shoring, Cribbing, etc.	All Req.		1,000.00
Structural Excavation	160 cu.yd.	$ 6.00	960.00
Structural Excavation below Elevation Shown	20 cu.yd.	10.00	200.00
Furnish 10" BP 42# Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	10 only	100.00	1,000.00
Splice Steel Piles	3 only	35.00	105.00
Class "A" Concrete (187 cu.yd. $80.00)	All Req.		14,960.00
Metal Reinforcement (50,500 lb. $0.15)	All Req.		7,575.00
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 29,420.00

Type Code X021
Curtis Creek Bridge (Br. #7572-A)(Sta. 607+56 to Sta. 608+56)

Remodel Curtis Creek Bridge	All Req.		$ 2,000.00
Shoring, Cribbing, etc.	All Req.		3,000.00
Structural Excavation	180 cu.yd.	$ 7.00	1,260.00
Structural Excavation below Elevation Shown	20 cu.yd.	10.00	200.00
Furnish 10" BP 42# Steel Piling	100 lin.ft.	6.00	600.00
Drive Steel Piles	5 only	200.00	1,000.00
Splice Steel Piles	1 only	35.00	35.00
Class "A" Concrete (409 cu.yd. $80.00)	All Req.		32,720.00
Metal Reinforcement (85,300 lb. $0.15)	All Req.		12,795.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			$ 53,890.00

Type Code X021
Elk Creek Bridge (Br. #7567-A and 7567-B)(S.B. Sta. 631+70 to Sta. 632+05)

Remodel Elk Creek Bridge	All Req.		$ 1,500.00
Shoring, Cribbing, etc.	All Req.		1,500.00
Structural Excavation	250 cu.yd.	$ 6.00	1,500.00
Structural Excavation below Elevation Shown	30 cu.yd.	10.00	300.00
Furnish 10" BP 42# Steel Piling	400 lin.ft.	5.00	2,000.00
Drive Steel Piles	14 only	85.00	1,190.00
Splice Steel Piles	4 only	35.00	140.00
Class "A" Concrete (511 cu.yd. $80.00)	All Req.		40,880.00
Metal Reinforcement (128,000 lb. $0.14)	All Req.		17,920.00
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 67,050.00
	Subtotal		$ 183,340.00
	10% Engr. & Cont.		18,334.00
	Total		$ 201,674.00

Length of Roadway - - - - - 7.159 Miles
Length of 4 Structures- - - 0.078 Mile
Length of 1 Structure - - - 0.000 Mile (Exception)
Total Length- - - - - - - - 7.237 Miles
Cost of Roadway Per Mile- - $379,225.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,713,874.00	$2,496,000.00	$217,874.00
Structures	201,674.00	185,000.00	16,674.00
	$2,915,548.00	$2,681,000.00	$234,548.00

JAN 6 - 1969

I-5-3(47)15

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1967

SUBJECT: Volume of Stockpiled Aggregates
Anlauf-Elkhead Section
Pacific Highway

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

A recheck of materials in stockpile at the Scotts Valley area on the Anlauf-Elkhead Section of the Pacific Highway shows the following volumes. Also shown is the conversion from cubic yards to tons. The conversion factors are as determined by test on existing materials in the field:

Material Size	Cubic Yards	Determined Lbs/Cu. Yd.	Tons/ Cu. Yd.	Tons
3/4"-1/4"	4,205	3,002	1.501	6,312
1/4"-0	5,467	2,966	1.483	8,107
3/4"-0	1,277	3,033	1.517	1,937
2"-0	11,240	3,695	1.898	21,334
				37,690

F. D. Morgan
Construction Engineer

By John H. Walker

John H. Walker
Assistant Construction Engineer

JHW :fp

cc Klaboe
Patterson - Legal

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JAN 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 90M 3-63 49907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2141 15th Ave. E. Eugene
August 20, 1965

SUBJECT: Transmittal Stockpile Notes
Anlauf-Elkhead Road Section

To: Mr. John Gunter
District Maintenance Supt.
Roseburg, Oregon

Herewith I am sending you the notes for the four stockpiles on the Scott Valley Road that you asked us to remeasure.

On the Anlauf - Elkhead Road Project monthly estimate I allowed the following prices for materials on hand payments:

2"-0" Crushed Rock we allowed $1.20 which was to be 90% of cost $1.333
3/4"-0" Crushed Rock we allowed $1.30 " " " " " " " 1.444

The unit price placed on the road was $2.06 for the Coarse Crushed Rock in Base and the price of $2.12 for the 3/4"-0" crushed material in Leveling Course.

All of the above unit prices were based on the ton measurement.

$\$2^{06}$/ton –	2"-0" Crushed Rock	11,406.19 CY	*
	3/4"-¼" Crushed Rock	1,277.24 CY	
2^{12}/ton –	3/4"-0" Crushed Material	4,221.53 CY	
	¼"-0" Crushed Material	5,467.30 CY	
	Total Crushed Materials in stockpiles	22,372.26 CY	

H. E. Mayfield
H. E. Mayfield,
Resident Engineer

Encl: Stockpile Notes

Note – * Some of the 2"-0" has been removed since this measurement.

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AUG 1 1966

FOR FILING

[illegible]

[illegible] SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 28, 1966

To: MEMO TO THE FILES

SUBJECT: Inspection of Big Baldy and Whipple Quarry Site Area in regard to Anlauf-Elkhead Section -- Law Suit

On July 25 the following Oregon State Highway Department personnel met in Eugene for discussion on subsequent inspection of the Bid Baldy and Whipple Quarry Site area on the Anlauf-Elkhead Section of the Pacific Highway:

H. E. Mayfield	Resident Engineer	Eugene
J. Robert Patterson	Legal	Salem
L. R. Chandler	Division Engineer	Division III
R. J. VanCleave	Geologist	Division III
Wm. Maude	Ass't Geologist	Division III
Ken Berg	Assistant Field Testing Engineer	
Lloyd Wolfe	State Geologist	
John Walker	Assistant Construction Engineer	

This trip was in regard to the forthcoming law suit instigated by Warren Northwest Company.

This group met at the Eugene Hotel at 9:00 A.M., then went to the stockpile site just easterly from the Elkhead-Yoncalla Interchange and viewed and discussed the rejected stockpile which was at this area. From there the group drove approximately 6 miles easterly to the Whipple Quarry and the Baldy Quarry where each was viewed and discussed and also the original drill holes for borings and preliminary study were pointed out. The most southerly hole was not located and presumed in the area of Whipple Quarry. Its location will be established by survey.

The purpose of the trip was to familiarize Attorney Patterson with the area and brief him on the quarries and problems encountered in crushed aggregate production on the project.

John H. Walker
Assistant Construction Engineer

OFFICE OF
STATE HIGHWAY ENGINEER

JHW:bjm
cc: F. B. Klaboe

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JUN 20 1966

FOR FILING

I-5-3(49)155

6547

Salem, Oregon 97310
June 17, 1966

Mr. J. Robert Patterson
Chief, Trial Section
BUILDING

Time Extension, Oregon
Project I-5-3(49)155,
Anlauf-Elkhead Road Sec.,
Pacific Highway, Contract
No. 6247

We are still holding a request for an extension of time on this project as per your wishes.

Please advise me if we should continue to hold this request.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

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MAY 25 1966

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6741

May 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. I-5-3(49)155

Dear Sir:

Laboratory materials certification for Project I-5-3(49)155 is forwarded herewith.

All other data necessary for your acceptance of this project was forwarded to your office on April 5, 1966.

Your final acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:jb

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APR 11 1966
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NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

CAPITOL 3-1108

6247

9(49)
155

April 6, 1966

Mr. C. H. Maison
Controller
State Highway Department
Salem, Oregon 97310

Subject: Contract #6247

Dear Mr. Maison:

Our client, Warren Northwest, has referred your letter of March 28, 1966, together with your request for a check in the amount of $42.72, to us for attention. The primary reason for the referral has been that we have instituted an action against the State of Oregon for additional compensation and for the return of liquidated damages withheld on subject contract.

For the present at least, we believe your request should be respectfully declined, for two reasons: 1) the pending lawsuit, and 2) the fact that this is a subcontract item, the responsibility for which, if the demand is proper, would eventually be upon the subcontractor.

In the interim, we will make known to our fencing subcontractor the results of your recheck.

I am reluctant to recommend to my client that it sign a post final estimate, in any event, in view of the lawsuit. I would appreciate your comments with respect to this.

NOTED
R L PORTER

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK:dc

cc: Warren Northwest

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MAR 30 1966

FOR FILING
3-31

6-11

NOTED
R. L PORTER

FORM ... COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 28, 1966

Warren Northwest Inc.
P. O. Box 20337
Portland, Oregon

Re: State Highway
Contract No. 6247

Gentlemen:

A recheck of field measurements of the contract bid items involving fencing, requested by your fencing subcontractor, disclosed a necessary adjustment of quantities on bid items 72, 74, and P. A. No. 9. The net adjustment indicated an overpayment of $42.72 was made on the subject contract.

We are enclosing for your signature, a copy of the post final estimate, and our invoice No. 87470, in the amount of $42.72 and would appreciate your check in this amount.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:jc

Enclosure

cc: R. L. Porter
F. B. Klaboe
L. H. Young
L. R. Chandler
J. G. Herr

RECEIVED
MAR 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 6 - 1966

April 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. I-5-3(49)155

Dear Sir:

Your September 29, 1965 endorsement noted that contract work on Contract No. 6247, Anlauf-Elkhead Road Section in Douglas County, Federal-Aid Project No. I-5-3(49)155, was satisfactory. The State Highway Commission authorized acceptance of the contract as of December 13, 1965.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under State Force Order by State Forces, or others, completed 10/8/65

Contractor's wage certification is dated 12/9/65

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:ls

cc: C. H. Maison
F. D. Morgan
R. N. Chase

RECEIVED
FEB 7 - 1966
FOR FILING

I-5-3 (49) 155

6247

Salem, Oregon
February 7, 1966

Sand Equivalent Test

J. Robert Patterson
Chief, Trial Section

BUILDING

This memo is to advise re our use of the Sand Equivalent Test (AASHO T 176) to control certain qualities of stone material used in highway construction.

From June 1961 to the present this test has been specified to be run on the raw or native material lying as a deposit in the source (source material) from which the manufactured material (end product) used in construction is obtained.

From October 1961 to the present the test has been specified also on the "end product" of fine aggregate for portland cement concrete used in bridges.

From June 1963 to the present the test has been specified also on the end product of stone base materials used in road construction, and the language concerning removal of objectionable fines in source material was concurrently modified to read the same as is now in Article 6-4 of our 1964 standard specifications.

In contract 6247, Anlauf-Elkhead Road Project on the Pacific Highway in Douglas County (awarded April 25, 1963), references to the Sand Equivalent Test for source material are on pages 49, 54, 57 and 59 of the Special Provisions, with full text of the specification on page 49 under the heading "Objectionable Fine Material to be Removed at Source of Materials". Also, on page 66 sand equivalent is specified for quality control of an end product-fine aggregate for concrete masonry for bridges.

In my opinion, the full text of the specification concerning source material (p. 49) evidences intent that the source material (from which the end products for stone base, aggregates in bituminous binder course, aggregates in plant-mix bituminous base, and aggregates in asphalt concrete originate) conforms to the sand equivalent requirements specified therein, and further intends that said source material shall be in said conformance prior to its use in manufacturing or producing the cited end products; all "in order to insure the production of materials free from objectionable fine material" (in this case fine material in the cited end products).

The intent is to start the actual manufacture of cited end products with source materials which are in conformance to specified sand equivalent requirement, which requirement supplements all other pertinent quality requirements such as given in the reference Sections 11, 15, 17 and 18 of the standard specifications and the special provisions pertaining to said Sections.

In the case of the fine aggregate for concrete masonry, page 66, the intent is that the sand equivalent requirement is on the end product only, not on the source material.

Virgil G. O'Neil
Specifications Engineer

VGO'N:ia

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FEB 7 - 1966
FOR FILING

6247

NOTED
R. L PORTER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
M[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 1, 1966

Oregon State Highway Commission

Re: Warren Northwest, Inc. vs.
State of Oregon
L-4983 Case No. 60115
Marion County

Gentlemen:

This is to report the filing of a complaint in the Marion County Circuit Court by Warren Northwest, Inc. against the State Highway Commission.

The action is for an alleged breach of contract by the Commission arising out of rejection of claims presented by the plaintiff for additional payment for work completed under State Highway Contract No. 6247 awarded April 25, 1963. This project was for grading, paving, structures and signing on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County.

The controversy apparently arises out of interpretation of certain specifications in the contract for testing materials to be provided whereby rock produced from a particular quarry was rejected by the department as not meeting the specifications. It is also alleged that the plaintiff was wrongfully directed to perform work on producing such material beyond the scope of the contract, including the requirement that plaintiff waste large quantities of materials; and making it necessary for plaintiff to move to another source; as well as necessitating the purchase of additional material from other sources. All of this is alleged to have caused damages in the amount of $450,000.00.

A second cause of action is pleaded alleging that the Commission is indebted to the plaintiff in the amount of $19,740.00 which it has refused upon demand to pay. This claim appears to be for a return of liquidated damages which were assessed for late completion of the contract.

Many conferences were held with the contractor relative to these claims and their rejection. It has been the position of the Engineer that the rejected material did not meet the specifications as to Liquid Limit Requirements and Objectionable Fine Materials to be Removed at Source of Material.

Appropriate steps are being taken to prepare an answer to the complaint to the end that evidence of the department's position on the merits can be presented in court.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg

CC-Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Tom Edwards
Mr. Floyd Query
Mr. D. H. Moehring
Mr. C. H. Maison
Mr. Robert Y. Thornton

[illegible] 1 [illegible]
[illegible]
STATE [illegible] ER

Received 11:45AM Jan 26 1966
Floyd Query

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MARION

WARREN NORTHWEST, INC.,
Plaintiff,
v.
STATE OF OREGON, acting by and through its STATE HIGHWAY COMMISSION,
Defendant.

No. 6C 115

COMPLAINT

For its first cause of action, plaintiff complains and alleges as follows:

I

At all times material herein, plaintiff was a corporation organized and existing under the laws of the State of Delaware and qualified to do business in Oregon.

II

The State Highway Commission of the State of Oregon is an entity designated by statute, ORS 30.320, and an action can be brought against it, and the acts and things hereinafter complained of were the acts of the State Highway Commission, acting pursuant to its statutory authority.

III

On or about April 25, 1963, plaintiff and defendant entered into a contract No. 6247 relating to certain grading, paving, structures and signing work on the Anlauf-Elkhead Road section of the Pacific Highway in Douglas County, Oregon, to be performed in accordance with certain provisions and specifications binding on both plaintiff and defendant.

IV

Among the items covered by said contract were the following:

No.	Item	Quantity	Unit Price	Amount
077	Coarse crushed material in base	196,400 tons	$2.05	$402,62[illegible]
078	3/4 inch-0 inch material in base	26,900 tons	2.12	57,028

Special provisions and specifications with respect to said items provided as follows:

"[illegible] Material to be Secured [illegible]

"In order to insure the production of materials [illegible] from objectionable fine [illegible] the raw or native material from which the [illegible] is produced [illegible] shall be subjected to the standard method for determining the [illegible] and [illegible] Test Designation: [illegible], and [illegible] determined [illegible] value of the [illegible] of [illegible] raw or native material shall be not less than [illegible].

"The contractor shall process the raw or native materials in any manner, [illegible] the [illegible] necessary, to [illegible] all [illegible] material [illegible] conforming to the sand equivalent requirements above set forth.

* * *

"[illegible] Requirements:

"Materials to be furnished under these provisions shall be tested to determine the liquid limit of the fines, as follows:

"1. That part of the material which passes the No. 40 sieve, U. S. Series [illegible] shall be separated from the whole and its percentage of the whole, by weight, shall be determined.

"2. That part of the material which passes the No. 40 sieve shall be subjected to the Standard Method of Determining the Liquid Limit of Soils, [illegible] AASHO Designation: T 89, and its liquid limit shall be determined.

"When tested as above provided, the material to be furnished under these provisions shall conform to the following requirements:

Percentage of #40 - 0 Size in Material to be Furnished	Maximum Liquid Limit
0.1 to 4.0, inclusive	40
4.1 to 5.0, inclusive	37
5.1 to 8.0, inclusive	33
8.1 to 10.0, inclusive	30
10.1 to 15.0, inclusive	27
15.1 to 20.0, inclusive	24
20.1 and over	21"

The contract further provided that all the work was to be performed under the supervision and direction of the State Highway engineer acting for and on behalf of defendant and that said engineer make all tests of materials in accordance with the approved method as specified in the contract.

V

Plaintiff duly performed all the terms and conditions of the contract on its part to be kept, except as prevented from so doing by the defendant. Defendant, however, breached its obligation under said contract by failing to subject raw or native materials to the specified tests and by wrongfully rejecting materials to be furnished under contract Items 077 and 078, which in fact met the specifications of the contract, and, further, by reason of said wrongful rejection of said materials, wrongfully directing plaintiff to perform work far beyond the intended scope of the contract, including requiring defendant to waste excessive amounts of raw or native materials as well as substantial quantities of manufactured materials, to make costly and unnecessary additions to plaintiff's plant and equipment, to idle productive facilities, equipment and personnel, to alter plant procedures involving additional and unnecessary cost and expense to plaintiff, to move to other sources of raw materials upon unnecessary depletion of the chosen source by reason of the excessive waste above referred to, by purchasing the manufactured product from outside sources and incurring expenses for additional engineering, supervisory and overhead cost in connection with the foregoing.

VI

As a direct and proximate result of said breaches of the contract on the part of defendant, plaintiff suffered damages in the amount of $450,000 representing the excess amount of cost to plaintiff to obtain and produce Items 077 and 078 of the contract over and above that which plaintiff would have incurred for such work were it not for the breaches on the part of defendant hereinabove alleged.

VII

Plaintiff continuously notified defendant of the foregoing breaches and of its intention to make claims for damages resulting therefrom. Plaintiff duly presented its aforesaid claim to defendant but no payment has been forthcoming thereon and the engineer rejected it. Less than one year has elapsed since the mailing of the engineer's revised final estimate and the denial of plaintiff's claim.

VIII

A reasonable time in which defendant had to determine and pay plaintiff's claim as hereinabove set forth has expired and defendant is indebted to plaintiff for interest at the rate of 6 per cent on the aforesaid sum of $450,000 from December 1, 1965.

For its second cause of action, plaintiff complains and alleges as follows:

I

Realleges the allegations of paragraphs I and II of its first cause of action.

II

Defendant is indebted to plaintiff for the sum of $19,740 for moneys had and received by defendant for the use of plaintiff, which in equity and good conscience belongs to plaintiff and, which, despite demand, defendant has failed, refused and neglected to pay to plaintiff.

III

Less than one year has elapsed since the making of the engineer's revised final estimate and the refusal of defendant to pay plaintiff said $19,740. A reasonable time for the payment of said $19,740 was December 1, 1965, and defendant is indebted to plaintiff for said $19,740, together with interest thereon, at the rate of 6 per cent per annum from December 1, 1965.

WHEREFORE, plaintiff demands judgment against defendant on its first cause of action for the sum of $430,000, together with interest thereon at the rate of 6 per cent from December 1, 1965, and on its second cause of action for the sum of $19,740, together with interest thereon at the rate of 6 per cent from December 1, 1965, and for its costs and disbursements incurred herein.

[illegible]

By ______________________________
Attorneys for Plaintiff
314 Oregon Bank Building
Portland, Oregon 97204
CA 3-1100

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FEB 2 - 1966

FOR FILING

Form CD-121
(11-63)
(Pres. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 28, 1966

In reply refer to: 08-35-DB

TO 6347 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-3(49)155
Anlauf - Elkhead Road Section
Pacific Highway

We have checked our files following your phone inquiry concerning our concurrence in the requested time extension and find a typographical error had been made and our concurrence should be for the full 28 days requested and not the 23 days as indicated in our January 19, 1966 memorandum.

Send on this letter
to Bond, Young, Mann
Sent 2-1-66

RECEIVED
[illegible]
OFFICE OF
[illegible] ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 21 1966

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-3(49)155

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 19, 1966

In reply refer to: 08-35.DB-1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-3(49)155
Anlauf-Elkhead Road Section
Pacific Highway

We concur in your proposed 23 day extension of the contract time on the subject project for the reasons set forth in Mr. Klaboe's January 14, 1966 letter.

orig w/file
to Bond
copies to Young, Maison
1-21-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 14 1966

I-5-3(49)155

6247

January 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Extension of Time
Anlauf-Elkhead Road Section
Pacific Highway - Douglas
County, Project No. I-5-3(49)155
Contract No. 6247

Dear Sir:

We have received from Warren Northwest, Inc., contractor on the subject project, a request for an extension of time in amount of 60 workdays. The request is based on overrun of general excavation, extra work connected with slide removal and slide correction by rock inlays, delay from grade revision on two sections and delay in placement of base rock due to slide corrections.

There was a 4.7 percent overrun in general excavation. In addition, 10.8 percent more excavation was done by Price Agreements, plus extra work amounting to $125,667 on slides. The grade revisions were made under extra orders which are included in these totals.

This project is under the old workday count procedure based on daily productivity. An analysis has been made of the 209 days on which the measured excavation was performed (either by bid item or Price Agreement) plus the 69 charged workdays on which some amount of extra work order type work was performed. We arrive at a total of 28 days justified as additional time due to the excavation overrun and the slide work, and believe these are the only reasons justifying additional time.

Two-hundred workdays were allowed for this project. It was completed August 3, 1965, with 247 workdays charged. We recommend that an additional 28 days be allowed and your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:bjm srb

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DEC 15 1965
FOR FILING
I-5-3(43)1CE
6247

December 14, 1965

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6247 awarded to Warren Northwest, Inc., for grading, paving, structures, and signing on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County was completed on August 3, 1965, and accepted by the Highway Commission on December 13, 1965.

Final payment in the amount of $122,049.81 will be released to the contractor after December 21, 1965. The total contract amount is $2,630,130.01 including $152,804.15 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Warren Northwest, Inc.
P. O. Box 7675
Portland 20, Oregon

Ward Cook-Rodgers Ins. Co., Inc.
603 Panama Building
Portland 4, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

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DEC 13 1965
FOR FILING

I-5-3 (49) 155

6247

December 13, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 3, 1965, on Contract No. 6247. The contract was with Warren Northwest, a Division of Warren Bros., and was for grading, paving, structures and signing on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project on this date.

This will be presented to you for confirmation at the Commission meeting on December 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

bg

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DEC 14 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Dec. 10, 1965

Accounting Division	( )	Traffic Division	( )
Bridge Division	( )	Division Engineer, No.___	( )
Construction Division	( )	Maintenance Division (Seeding & Mulching Sec.)	( )

Project No. I-5-3(49)155, Anlauf-Elkhead Road Section, Contract No. 6247, Prefix 610-1083, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by December 31, 1965, so that the project can be finaled and the prefix cancelled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

PH:ia

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OCT 19 1965
FOR FILING

I 5-3 (49) 155

6247

October 18, 1965

Warren Northwest,
Div. of Warren Bros.
PO Box 7675
9360 Hancock Dr., N. E.
Portland 20, Oregon

Gentlemen:

Final inspection has been made by the Bureau of Public Roads on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County, Contract No. 6247, FA Project I-5-3(49)155.

The contract work has been completed to the satisfaction of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VG:er

cc: F. D. Morgan
L. H. Young

RECEIVED
OCT 8 - 1965

I-5-3(49)155

October 6, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Material Testing and Field
Control, Anlauf-Elkhead
Section, Pacific Highway,
Contract No. 6247
Project No. I-5-3(49)155

Dear Sir:

Referring to your memorandum of September 7 requesting information as to material control and especially the sand equivalent problem encountered on the subject project, the following information is submitted:

In this particular project, the contractor elected to furnish his own quarry as a source of crushed rock material. This quarry was designated as the Whipple Quarry. This quarry is some five miles easterly from the south end of the project near the summit of the hills in this area.

Material of good quality has always been limited in this area and to meet specifications as to quality is generally a problem. This quarry as it was developed proved to be no exception, there being considerable overburden to be removed prior to obtaining rock for crushing purposes. The rock itself was seamy and contained considerable fines of poor quality in the seams. There also was quite some amount of the rock that contained a coating of inferior quality. With exception of a ridge or so of solid material, the balance was not considered solid as was proven by the operation of being able to secure this material by dozer operation without the necessity of blasting. It was more or less obvious from the start that considerable problems would be encountered in procuring a clean specification product.

The Highway Department set up a field laboratory at the site for testing purposes to assure conformance to specifications. While there were some problems of gradation, the main problem centered around the sand equivalent testing. Low sand equivalent test values from the start of the project indicated a questionable product as far as cleanliness was concerned, and some of the material was rejected due to these testing results.

The contractor made numerous changes in his crushing operation, attempting to alleviate this problem, most of them being unsuccessful until he set up an adequate washing system to remove the detrimental fines.

Testing methods were questioned from time to time by the contractor and a close examination by the Division level and the Construction Department was made to be sure all was in order. A problem developed in check testing between the field and Central Laboratory, the original results being quite varied with the field test results being considerably lower than those of the Laboratory. An extensive investigation to determine the cause was made. All equipment and solutions used were checked out and found to be adequate. After checking out all other details it was determined that something was happening to the material between the time it was secured at the crushing site and the time of testing at the Central Laboratory. It was found that if the material was sent into the Laboratory in plastic bags or containers which were tight that field results and Laboratory results would be substantially the same. When sent in in canvas bags they would not. The difference in results on original samples was attributed to loss of fines in the bag crevasses during shipment. After changing to plastic containers no more serious problems in discrepancy of results occurred. A check was also made to determine whether the screening action of breaking down the crushed material and thus supplementing additional fines was a contributing factor to low sand equivalent values. Central Laboratory tests indicated that breakdown of the crushed rock did not tend toward giving lower test result values. This was another point of question by the contractor.

The contractor submitted samples of material to various independent laboratories, as well as having some tests made at the job site. The results which were given to us showed passing; however, not all results were obtained of all the tests submitted.

In conclusion, it is believed that the field testing was operated in a satisfactory manner and that discrepancies between Central Laboratory and field testing were reconciled after complete investigation and examination of the entire prosedures had been made.

Attached is some additional information which may be useful as supporting data. A complete record of all testing is available for your inspection, if you deem it necessary; however, I believe your Area Engineers have been over this data previously.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Lloyd P. Shaw
F. D. Morgan
L. H. Young
L. R. Chandler

JHW:bjm srb
Attachments

Salem, Oregon
September 6, 1963

MEMO TO THE FILES

Report on Whipple or Baldy Mt. Quarry
Anlauf-Elkhead Road Section
Pacific Highway
Contract No. 6247
Warren Northwest, Inc. - Contractor

This quarry, from which the contractor is now attempting to crush specification base rock, has a ridge of a more solid material through the center with material on each side of this ridge being a looser and dirtier material. To date the contractor has been able to obtain all the material by use of a dozer. Even the more solid ridge is a seamy rock with quite some quantity of natural fines in the seams. There is quite a quantity of the rock which has a layer coating varying in thickness up to 1/2" which has a soft granular appearance. For the most part the rock is of the same relative nature of other rock in this area, and tests show it is subject to breakdown under traffic into fines which are of silt and greater size.

The contractor has been having difficulty making a product which will pass our sand equivalent test. To determine the cause of this a sample of the material was brought in and sand equivalent test was run on the 100% manufactured fines to determine if there might be some quality in the manufactured fines themselves that would help to cause a low sand equivalent value. The test results show that the crushing process does not produce fines with a low sand equivalent. Sand equivalent value on manufactured fines was 84.2 which, in turn, indicates that the low sand equivalent values are caused by the presence of natural fines.

Therefore, it is my opinion that to obtain a product in specifications it will be necessary for the contractor to eliminate such a quantity of the natural fines as to make the product suitable. The contractor is very concerned about this situation and is making considerable effort to correct it. To date this has not been fully accomplished, probably due to the varied materials in the quarry.

There has been some question by the contractor of testing methods and results pertaining to the field procedures.

Field procedures have been checked out and have been found to be correct. However, to check this out further samples have been run in the field and checked by the Central Laboratory. These tests indicate proper control. The solution used in the field tests has been checked against the solution used in the Central Laboratory and the tests show the solutions to be good.

The procedure checking field results as against Central Laboratory results is as follows: the material was wet when procured from the crusher. It was screened out in this wet condition down to the #4 sieve. The material retained on the #4 sieve was then dried, rescreened and rubbed by hand to obtain all passing #4 sieve that was practical. This #4-0 material being in a too wet condition was dried some. The #4-0 material was then re-wetted slightly to a consistency where, when thoroughly mixed, would place it in a condition that a representative sample could be procured.

A sample of this material was taken and the sand equivalent test was performed in the field. The balance of this material was sent to the Central Laboratory where similar sand equivalent tests were performed using both their solutions and solutions from the field -- results were as follows:

Test No.	Field S.E. Results	Central Lab. w/own Solution	Central Lab. w/field Solution
1	28.9)	23.4)	22.2)
2	26.4) Av.27.9	23.2) Av. 23.3	22.8) Av. 22.5
3	28.4)		

From the above results it is apparent that the three field tests are consistent. Also, the Central Laboratory tests are consistent on both their solution and field solution and in close limits on both.

It should be realized that each test is on its own sample and if the samples varied in any respect different answers will be obtained. Therefore, a reproducibility tolerance between one testing unit and another should be considered. The field test results vary some 4-5 points from the Central Lab. Considering these factors, the results are considered to be well within reason. The above test was to make a check on procedure and test results only and was not intended to represent the average material being crushed.

The procedure of the field personnel as been checked as against the outlined procedures to be followed and they appear to be in order.

All data on this project to date indicates that to obtain a suitable product, it is simply a matter of the contractor divising some type of an operation to eliminate natural fines from the final product.

John H. Walker
Field Testing Engineer

JHW:bjm

ANLAUF-ELKHEAD SECTION
BALDY QUARRY
SAND EQUIVALENT CHECK RESULTS

(Field mat at Lab Duplicated)

FIELD METHOD		SE		LABORATORY		
A	Belt	61.0)		AA	57.4)	
B		60.0)	58.8 Av.	BB	56.5)	56.9 Av. Whole Sample
C		55.3		CC	56.8)	Brought in in Box
						and
D	Stockpile	31.5)		DD	36.2)	Split Sample
E		36.2)	38.0 Av.	EE	30.6)	36.4 Av.
F		46.4)		FF	42.4)	
G					65.8	
	In Field					
H	(306)	42.6		HH	36.1	Brought in in Plastic Bag
J	(307)	42.2		JJ	49.0	

Tests from Quarry & Lab during week September 23 - 27.

(#4-0) Brought in by Berg (in plastic bag) about September ~~13.~~15

Field SE		Lab.	
36.1)		32.4)	
36.0)	35.6 Av.	34.3)	34.8 Av.
34.8)		34.7)	
		33.8)	

To check method & Solution.

Prior Tests - September 3

Now Stockpiled - was from belt at this time #4-0

Field		Lab. w/own Sol.		Lab. w/Field Sol.	
28.9)		23.4)		22.2)	
26.4)	Av. 27.9	23.2	) Av. 23.3	22.8	) Av. 22.5
28.4)					

On Material Stockpiled In Field.

Gradation $\frac{\text{35 tests out of specs}}{\text{270 tests taken}}$ = 13% out of specs.

Sand Equiv. $\frac{\text{56 tests out of specs}}{\text{241 tests taken}}$ = 23.2% out of specs.

Sand Equiv. Average for all tests 42.8

Liquid Limit - Av. - 19 - 21

Plastic Index - Av. - 0

Check on solution at 2 different periods show it is OK - By duplicate test and Spec. Gr.

ANLAUF-ELKHEAD SECTION
BALDY QUARRY

Sand Equivalent Tests since new reject setup and water cleaning treatment.

	Day		Night	
September 23	33.2	D-4 broken - using small cat & getting dirtier material from quarry	44°	
	36.3		44°	
	41.0		37.5°	Having water snivy trouble.
September 24	36.1			
	36.0			
	34.8			
September 25	52.5			
	42.8			
	41.1			
September 26	41.1			
	41.6			
	44.9			
September 27	45.9			
	48.7			
	59.7			
	40.0			
	44.2			
September 30	42		39.0	) D-9 Cat Loader broken) down. Using smaller cat) and getting into dirty) material.
	44		39.9	
	39.5		36.7	
	45.2		36.3	
	43.9			

2

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Anlauf-Elkhead Road

WEEK ENDING: Sept. 25, 1965

SECTION PREFIX: 610-1083

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: Anlauf-Elkhead Road

KIND OF WORK: Grading, Paving, Structures & Signing

CONTRACTOR: Warren Northwest Inc.

CONTRACT NUMBER: 6247

FEDERAL AID PROJECT NUMBER: I-5-3(49)155

DATE OF CONTRACT: Apr. 25, 1963

DATE WORK STARTED: May 14, 1963

ESTIMATED COMPLETION DATE: Aug. 3, 1965

SPECIFIED WORK DAYS: 200

WORK DAYS USED: 247

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 123.

PROJECT AUTHORIZATION: $ 2,974,745.08

EXCLUSIVE OF ENGINEERING: $ 2,763,207.65

ENGINEERING AUTHORIZATION: $ 211,537.32

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,649,718.83

ENGINEERING COST TO DATE: $ 267,717.80

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.

ESTIMATED PERCENT UNDERRUN: 2. %

PERCENT OF AUTHORIZATION: 127. %

DATE PROJECT WAS COMPLETED: 8-3-65

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	signing
100	100	100	100	100	--	100

NOTED
F.B. KLABOE

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.24	7.24			7.24
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.24	7.24			7.24
TOTAL ESTIMATED QUANTITIES (CONTRACT)	886,000 c.y.	225,000 ton		1,050 c.y.	109,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	928,289.7	235,950		964	92,942
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	928,289.7	235,950		964	92,942
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7569 A	7594 A	7572 A	7567 B	7567 A	7587		
PERCENT	100	100	100	100	100	100		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	fair			
MONDAY	fair			
TUESDAY	partly overcast			
WEDNESDAY	overcast AM clearing PM			
THURSDAY	mostly fair			
FRIDAY	fair			BEN GIFFORD
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	2 men in office on semi-final estimate.
WEDNESDAY	2 men in office on semi-final estimate.
THURSDAY	2 men in office on semi-final estimate.
FRIDAY	2 men in office on semi-final estimate.
SATURDAY	

REMARKS

Semi-Final Estimate was delivered to the Division Office X on Friday, Sept. 24, 1965.

This is the last weekly report.

SIGNED H E Mayfield LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
OCT 8 - 1965
FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-5-3(49)155

6247

September 23, 1965

KL480E

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that the additional guard rail and median barrier work recommended by your office was completed on September 14, 1965, on Contract No. 6247, Anlauf-Elkhead Road Section, in Douglas County in connection with Federal-Aid Project No. I-5-3(49)155.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement   Date: Sept. 29, 1965

Conditions noted on above date:

Project is acceptable with the completion of the additional guard rail and median barrier work.

REFERRED TO
Young - Morgan
BY ASST. STATE HWY. ENGR.
10-7-65

A. W. Parsons
Division Engineer

By M E Martin
M. E. Martin, Dist. Engr.
OCT 5 1965

VG:mb

RECEIVED
OCT 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 5 - 1965
FOR [illegible]

I-5-3(49)155

[illegible]

KL 4805

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 7, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

146

SUBJECT: Oregon Project I-5-3(49)155, Anlauf-Elkhead Road
Inspection in Depth

On December 13, 1963 a letter furnishing a copy of an inspection in depth report was furnished your offices covering materials control, generally and specifically the sand equivalent problem.

To date we have not received a reply to this letter. In order to complete the file on this inspection in depth would you furnish the information requested in that letter.

REFERRED TO

____
By Asst. State Hwy. Engr.

Routing

Morgan
Decker
Bond
Barbee
Walker W
Glenn
Swan

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
SEP 13 1965
CONSTRUCTION
DIVISION

RECEIVED
SEP 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 2[illegible] 1965
FOR FILE

I-5-3(49) 155

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 20, 1965

In reply refer to: 08-35.DB-1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. M. D. Glenn

FROM : Mr. A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-3(49)155
Anlauf-Elkhead Road Section
Pacific Highway
Compaction of Asphaltic Pavement

Mr. Glenn's letter of August 16, 1965 furnished the compaction results obtained from the various courses of bituminous surfacing on the subject project.

A summary of the tests show that 3.7% of the 189 tests taken were out of specification. They were scattered throughout the project and their average being 91.5%.

It is thus considered that the compaction obtained is substantially within the required specifications.

REFERRED TO
Morgan Young
BY ASST. [illegible] HWY. ENGR.
8-24-65

RECEIVED
AUG 2[illegible] 1965
OFFICE OF
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 20 1965
FORM E-30X—50M—1-65 SP*6418-734
FOR FILING

(6247)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1965

To: MEMO TO THE FILES

SUBJECT: Anlauf-Elkhead Road Section
Pacific Highway
Contract No. 6247
Reject Materials

On this date (August 17) L. R. Chandler inquired as to the use of reject materials from the subject project. Use would be for maintenance purposes. The reject material was from Warren-Northwest's crushing operation.

After advice from Legal Section the Division (Mr. Quiner) was notified not to consider use of this material until the pending suit with Warren-Northwest was resolved.

Mr. Johansen requested that quantities and values of the material for use in maintenance be determined. This will be done with the information forwarded directly to the Legal Section for their possible use in coming to some agreement with Warren-Northwest.

[illegible] L. DECKER

G. L. Decker
Assistant Construction Engineer

NOTED
F B KLABOE

GLD:bjm

cc: F. B. Klaboe
L. R. Chandler
Alan Johansen

RECEIVED
AUG 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 80M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

AUG 17 1965
FOR FILING

August 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Anlauf-Elkhead Road Section
Pacific Highway
Contract No. 6247
Asphaltic Concrete Compaction Results

Dear Sir:

Listed below is a summary of the compaction test results obtained on the above-named project:

Total Tests Taken	189	Ave. % Compaction	95.5%
Plant-mix Bituminous Base	46	Ave. % Compaction	95.8
Base Course	73	Ave. % Compaction	94.5
Top Course	70	Ave. % Compaction	95.0
No. Tests Below 92%	7	% Tests Below 92%	3.7
Plant-mix Bituminous Base	1	% Tests Below 92%	0.5
Base Course	3	% Tests Below 92%	1.6
Top Course	3	% Tests Below 92%	1.6

SUMMARY FAILING TESTS

Station	Lane	PMBB	Base	Top
555+00	SB	91.4	90.1	
639+00	NB			91.9
665+00	NB			91.2
675+50	SB		91.9	
"B" 412+00	SB - Salt Springs Interchange		91.9	
"C" 5+00	NB - Curtis Creek Road Interchange			91.1

91.5 - 92.0 - 3
91.0 - 91.4 - 4
Below 91 - 0
Ave. 91.5

The test results indicate the average per cent compaction obtained for the entire project and each of the individual courses is substantially above the specified 92%. The seven results below 92% are, in general, scattered throughout the project and are failing by a negligible amount, their average being 91.5%. A penalty based on these results is not warranted.

Your acceptance of these results as showing substantial conformance with the compaction requirements is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

M. D. Glenn
Field Testing Engineer

MDG:tfp
cc F. B. Klaboe
L. H. Young

RECEIVED
AUG 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

FORM 2-1282 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 25 1965
FOR FILING

I-5-3(49)155

6247

August 6, 1965

KL400E

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 3, 1965, on Contract No. 6247, Anlauf-Elkhead Road Section, in Douglas County, in connection with Federal-Aid Project No. I-5-3(49)155.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: August 19, 1965

Conditions noted on above date:

This project was inspected August 13, 1965
Additional work to be accomplished before project is complete consists of minor drainage corrective work at 1 pipe culvert and installation of additional guard rail at two locations.

A. W. Parsons
Division Engineer

M E Martin
By: M. E. Martin
District Engineer

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
8-25-65

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—1-65 SP*6410-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1965

To: MEMO TO THE FILES

SUBJECT: BPR Inspection Report 6/3/65 by
C.T. Christianson, Assistant Area Engineer
Re: A.C. Mix changes
Anlauf-Elkhead Section - Pacific Highway
Contract No. 6247

Referring to the last paragraph on page 2 of the BPR Inspection Report on the subject contract which concerns A.C. Mix design changes.

Our mix design or job mix formula for Asphaltic Concrete pavement is made by the Central Laboratory for all projects. An example, Euchre Mountain Section, is attached.

This mix design shows that a separate mix is needed for the base course, the wearing course and the shoulder and median course. The difference in the design mixes is mainly in asphalt content. Generally, the base course and shoulder course mix designs require a higher asphalt content than the wearing course. The theory behind this is that a more dense mix can be tolerated on the base course which also acts as a seal, whereas on the wearing course a little less asphalt is allowed which will minimize possible bleeding under continuous traffic. The shoulder course contains more asphalt due to less traffic and also to keep it more live and less subject to deterioration. Our specifications allow a mix formula to be established, which mix must conform within narrow tolerance limits during actual production. Due to the tolerances, separate mixes are generally required for wearing course and shoulders.

I might note that our specifications do not definitely spell out that different courses will require separate mixes; however, it does give us the right to set a mix or change it if conditions warrant.

The above explanation is considered relevant to the contractor's complaint and, therefore, is included.

The contractor's complaint centers around his operational procedure in the pavement laydown. He desired to lay wearing course and shoulders at the same time and this is not practical where different mixes are required for each course. On this particular project the contractor is using two separate A.C. plants so could be producing separate mixes, but where simultaneous laydown of both wearing course and shoulder course is desired the laydown is still not too practical.

The contractor has contacted and discussed his problem with the Division, the Laboratory and myself. I have discussed the problem with the Laboratory and the Division. O. A. White, Materials Engineer, is firm on his opinion that separate mixes are necessary to secure the product desired. Due to this, I am reluctant to recommend changing an established practice. The Division has been so advised. I have told the contractor that the matter would be studied and discussed.

John Walker

John H. Walker
Assistant Construction Engineer

JHW:bjm

cc: F. B. Klaboe ✓
c to O A White

RECEIVED
JUL 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] (F Kl[illegible]e)
OSHD (T Edwards)
Region
Wash DC
Area Engr

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

Region No. 8	Report No. 12	County Douglas	State Oregon
Date of inspection 6-3-65	Inspection made by C.T. Christianson, Asst Area Engr		Project No. I-5-3(49)155
In company with H.E. Mayfield, Res Engr			
Quality of work Satisfactory	Progress of work Unsatisfactory	Time elapsed 104 %	Work completed 81%
Est. compl. end of month 85 %			

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

ANLAUF-ELKHEAD SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures & Signing

(1)	Clearing and Grubbing	99% Complete
	Drainage	100%
	Grading	100%
	Structures	100%
	Base	95%
	Paving	30%
	Signing	46%

(2) One Cedar Rapids Paver with pick-up machine and 6 laborers placing A-C pavement at Sta 462.

One steel-wheel roller working as break-down.
One pneumatic roller on compaction, and a steel-wheel roller for finish in conjunction with the paver at Sta 462.

One Blaw-Knox paver with pick-up machine placing AC pavement at Sta 397.
2 steel-wheel rollers and one pneumatic tire roller ~~driller~~ working in conjunction with the paving operations.

2 laborers placing 3/4" to 0" base at Sta 400.

6/29/65
Copies to
Young
Chandler
Mayfield
JL

EDITION OF 1-59 MAY BE USED

16 belly dump truck trains operating in connection with the two paver operations with an occasional load of 3/4 rock base being delivered by 1 or more of the vehicles.

The plant installations inclue one 6,000# batch plant producing the travel lane mix and one 4,000# batch plant producing the shoulder mix. One front-end loader was being utilized in feeding aggregate to both plants.

One water truck was noted working on haul roads and base rock operations as required.

(3) Lab reports and field control testing results were reviewed and indicated that materials being incorporated into this project are in substantial conformance with approved plans and specifications.

A random measurement was taken on the pavement near Sta 360 and found to have a 14-foot ~~side~~ wide travel lane with an 8'4" shoulder. This is in substantial conformance with the plans in providing the 12' travel lane with a 10' shoulder and maintaining a 2' extension of the travel lane thickness into the shoulder area.

The contractor on this project has indicated a complaint in utilizing a different mix design for the alphaltic concrete pavement on the travel lanes versus the shoulder and median areas. The Res Engr has suggested that on future projects the difference in asphalt content between the two mixes be covered under the special provisions.

Note

(more)

Price agreement No. 13 has been approved providing for additional 1/2" of asphaltic concrete required when the contractor inadvertently placed a plant-mixed bituminous base in lieu of the asphaltic concrete mixture. This situation occurred between Stas 522 and 545 southbound and this price agreement indicates a deduction for the additional quantities in the amount of $897.50, a savings to the project.

Form E-40 11M—1-64

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

Laboratory Report

Project	Euchre Mountain	Prefix No.	121-1077
Highway	Siletz	County	Lincoln
Contractor	Road and Driveway Co. Contract No. 65[illegible]0	F. A. Project No.	ER-152(1)
Submitted by	W.E. Schwartz	Date Reported	June 29, 1965

REPORT ON SAMPLE OF CLASS "B" A/C

Source of material	Yaquina Head Quarry		
Sampled or inspected at		Date received	June 23, 1965
To be used		Quantity represented	
Sampled or inspected by			

TEST RESULTS

Laboratory No. 733672

Data Sheet No. A 21708

Note – Aggr % is about the same for all design Mixes

	LAB		LAB	FIELD					Mixture with Asphalt			
Ag. Size	(¾ - ¼)	(¼ - 0)	Cottrell	(¾ - ¼)	(¼ - 0)	Comb. Ag.*						
% Comb.			1	38	61							
¾	0.0			0.0		0.0						
⅜	35.6			[illegible]		[illegible]		[illegible]	[illegible]	9.3	9.2	9.2
¼	62.6	5.0		70.3	9.2	[illegible]	[illegible]	[illegible]	[illegible]	27.2	29.0	28.9
4	0.6	11.4		-	-	[illegible]	[illegible]	7.2	[illegible]	7.1	7.1	7.0
10	0.4	33.8		1.7	47.2	[illegible]	[illegible]	[illegible]	[illegible]	20.9	20.8	20.7
40	0.8	34.6		0.4	22.6	[illegible]	[illegible]	[illegible]	[illegible]	16.5	16.5	16.5
80		3.2		-	-	[illegible]	5.5	[illegible]	[illegible]	5.2	5.2	5.1
200		4.1	9.1	0.4	10.1	[illegible]	[illegible]	[illegible]	2.5	2.4	2.4	2.4
p200		2.9	90.9	0.4	1.9	2.3	4.0	[illegible]	[illegible]	3.8	3.8	3.7
No. Ave.	1	1	-	10	9	A.C.		[illegible]	5.0	5.5	6.0	6.5
Lbs/cf	92.4	97.6	-	R.G. @ 0% Voids				[illegible]	[illegible]	2.63	2.61	2.59
Hveem Stabilometer Value at 1st. compaction								[illegible]	[illegible]	27	27	25
" Cohesiometer " " " "								[illegible]	[illegible]	214	230	245
Bulk Specific Gravity " " "								[illegible]	2.43	2.45	2.47	2.49
Percent Voids " " "								[illegible]	[illegible]	6.8	5.4	3.9
Hveem Stabilometer Value at 2nd. compaction								37	36	34	32	21
Bulk Specific Gravity " " "								[illegible]	[illegible]	2.55	2.56	2.56
Material as represented by this sample (does) (does not) comply with specifications												
Percent Voids " " "								[illegible]	5.2	3.0	1.9	1.2
Core: Expected % Voids @ recompaction									[illegible]	5.0	1.9	1.9

Wrong

Base

	Base	Wearing	Should	Med.
Lift				
Recom. AC	5.7	5.1	6.0	6.0
Lbs/cf @ [illegible]%	14[illegible].5	144.7	147.0	147.0

Job Mix Formula

* Combined aggregate gradation from test briquette washed by rotarex.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads

x Construction Engineer

Maintenance Engineer

Bridge Engineer

Requisition Office

x Division Engineer Asburry

x Resident Engineer Schwartz

Dist. Maint. Supt.

Foreman

x Files

x Soils & Geology

x McDonald

Engineer of Materials

RECEIVED
JUN 4 - 1965

FOR FILING

6247

June 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 12, covering the installing of additional Type "D" and "E" signs and relocating one sign on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County, Contract No. 6247 in connection with Federal-Aid Project No. I-5-3(49)155.

Additional signs are necessary as indicated on T.E.D. drawing No. S-274 revised May, 1965, which is attached.

It is also necessary to relocate sign No. 13 in lieu of installing additional sign No. 16.

Justification of cost by our Sign Design & Specifications Engineer is attached.

The agreement was tentatively recommended for approval by the BPR Area Engineer and the Field authorized to proceed May 1, 1965 as an emergency measure. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

CWT:mb
Enc.

RECEIVED
APR 9 - 1965
FOR FILING

6341

April 9, 1965

Mr. David B. Mengel
Division General Manager
Warren Northwest
Highway and Road Contractors
Post Office Box 7675
Portland, Oregon 97220

Re: Anlauf-Elkhead Road
Section, Pacific
Highway, Contract
No. 6247

Dear Mr. Mengel:

One of the subjects discussed during our April 7 claim meeting held in the Salem Construction Engineer's office was the advisability of another meeting between selected representatives from your company and the Highway Department.

After consideration, it is our conclusion that nothing of value would be gained by any further discussions at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. George Reide
Mr. F. D. Morgan
Mr. L. R. Chandler
Mr. Norman B. Kobin, Attorney, Kobin & Meyer

GLD:fp srb

RECEIVED
APR 12 1965
FOR FILING

Klaboe

Statement from Warren-Northwest Inc.
4/8/65 Comm. office 1:30 P.M.

6247

It is our position that the State of Oregon Breached its contract with Warren Bros. in the following respects:

1. That it did not take samples of the raw or native materials from which the materials required in the work are manufactured and subject them to the AASho specified test as required by page 49 of the Special Provisions to insure the production of materials free from objectionalbe fine material.

2. That the methods used in sampling and in testing and in evaluating the test results were incorrect and imporperly taken. This is amply demonstrated by the fact that inconsistent results from the same basic samples were obtained by different departments of your own organization. In adition to this we engaged independent testing agencies to ~~take~~ make tests and compared them with your own which demonstrated a wide difference in results. We have already furnished you with this information in quite some detail.

Anlauf-Elkhead

NOTED
F. B. KLABOE

RECEIVED
APR 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 24 1965
FOR FILING

[illegible]

6247

March 12, 1965

Mr. David D. Mengel
Division Vice-President
Warren Northwest
Post Office Box 7675
Portland 20, Oregon

Re: Anlauf-Elkhead
Road Section
Pacific Highway
Contract No. 6247

Dear Mr. Mengel:

You recently requested another meeting to discuss alleged claims on the subject project.

For your consideration we have set 1:00 p. m. on March 22, as a time for this meeting, to be held in the Salem Construction Engineer's office. If this meets with your approval, we would appreciate a few days advance notice to arrange for proper attendance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
G. E. Rohde
L. R. Chandler

GLD:bjm: ajw

WARREN NORTHWEST
A DIVISION OF WARREN BROTHERS COMPANY

HIGHWAY AND ROAD CONTRACTORS
ASPHALTIC CONCRETE PAVING
INDUSTRIAL — COMMERCIAL

BRANCHES...
PORTLAND — BEAVERTON
STAFFORD — CANBY

TELEPHONE 288-5670

P. O. BOX 7675
PORTLAND 20, OREGON

February 15, 1965

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest E. Cooper
Chief Engineer
Oregon State Highway Department
Salem, Oregon

Re: Contract No. 6247

Dear Mr. Cooper:

Item 177 of subject contract required the production of an estimated quantity of 198,400 tons of coarse crushed material in base, at a contract unit price of $2.06 per ton. Item 178 required the production of an estimated quantity of 26,900 tons of 3/4" - 0" material in base, at a contract unit price of $2.12 per ton.

Page 49 of the Special Provisions of this contract provides:

> "Objectionable fine Material to be Removed at Source of Material:
>
> "In order to insure the production of materials free from objectionable fine material, the raw or native material from which the materials required in the work are manufactured or produced will be subjected to the standard method for determining the Plastic Fines in Graded Aggregates and Soils by Use of the Sand Equivalent Test, AASHO Designation: I 176, and the thus determined sand equivalent value of the fines of said raw or native material shall be not less than 35.
>
> "The contractor shall process the raw or native materials in any source, prior to their use in the actual production or manufacture of required products, by scalping, screening, washing, air cleaning or other means as necessary to remove and waste from said raw or native materials all fine material not conforming to the sand equivalent requirement above set forth."

CONSTRUCTION DIV.
MAR 5 1965
NOTED ☐ ☐ ☐ ☐ ☐

The Special Conditions at page 47 further require the materials be tested to determine the liquid limits of the fines in accordance with AASHO Designation T89 and set forth the criteria to determine acceptability.

During the course of production your representatives rejected considerable quantities of manufactured materials both at the crusher plant and in stockpiles, causing the wasting of these materials. We were advised that the rejections were based on the alleged failure of the finished product to meet the requirements of the contract.

We submit that your action in so doing was improper in that your representatives failed to take the tests of the raw or native materials as defined by the Special Conditions of the contract. Entirely apart from this, the sampling and testing procedures adopted by your representatives were themselves faulty, improper and contrary to the terms of the contract. Inconsistent results were obtained of the same basic samples by different departments of your own organization.

Following your rejection of a quantity of crushed stone for alleged failure to meet the sand equivalent test, we engaged independent soils engineers and laboratories to make complete and thorough examinations of such manufactured product. These independent sources continued their investigation and evaluation beyond the initial dispute. Their test results clearly indicate that the manufactured stone fully complied with the contract specifications, and that your rejection resulted either from faulty testing procedures or improper evaluation of test results.

We have previously objected to your rejection of our materials, and have advised you, by letter and by contact with your field personnel and your Salem office, that we firmly believed such rejection was unwarranted and improper. Upon such objection you offered Price Agreement No. 6, authorizing us to use approximately 40,000 tons of materials you alleged to be unacceptable upon a price reduction of six cents per ton. We agreed to sign this Price Agreement subject to the condition that the Agreement would not constitute an admission that the materials did in fact fail to meet specifications. You refused to permit us to reserve these rights, and the Agreement was never executed.

It was your contractual obligation to make the tests to determine acceptability strictly in accordance with the language of the contract. Your failure to do so would constitute a breach of such contractual obligation rendering you liable in damages.

As a direct consequence of your unwarranted rejection of materials we were obliged, among other things, to perform work beyond the intended scope of the contract, waste excessive amounts of raw or native materials and substantial quantities of our manufactured product; make unnecessary additions to our plant and equipment, idle productive facilities and personnel, and alter plant procedures; move to other sources of raw material upon depletion of the chosen source by reason of excessive wasting noted above, and purchase manufactured products from outside sources; and incur expenses for additional engineering and supervisory services.

We have not as yet determined our losses resulting from what we believe to be your breach of this contract. As soon as we have completed our audit and arrived at this figure, we will advise.

In the meantime, we request that we be given the immediate opportunity of meeting with those persons in your department responsible for the administration of this contract and discuss our claim.

Very truly yours,

WARREN NORTHWEST

By: Edward D. Mengel
DIVISION VICE-PRESIDENT

cc: Mr. F. D. Morgan
Chief Construction Engineer
Oregon State Highway Department
Salem, Oregon
cc: Mr. L. R. Chandler
Division Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
OCT 2 - 1964

FOR FILING

6247

October 2, 1964

Mrs. Fred Lee
Post Office Box 743
Yoncalla, Oregon 97499

Dear Mrs. Lee:

Reference is made to your September 28 inquiry relative to Federal-Aid Project I-5-3(46)151, which is the Elkhead Road-Yoncalla Junction Section, and Federal-Aid Project I-5-3(45)155, which is the Anlauf-Elkhead Road Section, both on Interstate Route 5.

6248

It is anticipated the the Elkhead Road-Yoncalla Junction Section, under contract to White Bros. and R. A. Heintz, will be completed this fall. The Anlauf-Elkhead Road Section, under contract to Warren Northwest, Inc., will probably not be completed until sometime next year.

6247

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe

Admin

Yoncalla, Oregon

September 28, 1964

Oregon State Highway Department

Salem, Oregon

Dear Sirs,

On May 4, 1963, we gave Roy L. Houck Sons, Corp., an option on 6.92 acres of ground which could be exercised at any time by Optionee during the duration of the following described road building projects; Federal Road Division #8 Oregon 15349155, and Federal Road Division #8 Oregon 15346151. At the time they told us the job would be completed in a few months. They wanted it if they needed top soil. They only paid us $1.00 and have never used the soil or paid us anything more. We could sell the property if they would release it. I wrote them in May and they said there was still a possibility they might use it. Are they still working on those projects?

RECEIVED
SEP 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

Mamie Lee

9

RECEIVED
SEP 11 1964
FOR FILING

[illegible]

6547

September 11, 1964

150
272

Mr. Warren T. DeLaVergne
Attorney at Law
Post Office Box 517
Drain, Oregon

Dear Mr. DeLaVergne:

Reference is made to our August 10 letter regarding Mr. Loy Finney's property in Section 3, Township 22 South, Range 4 West, W.M., near Interstate 5, Stations 620 to 623.

The erosion problem in this area, where wash has occurred at two locations along the banks of Elk Creek, was investigated. It was found necessary to remove several trees which were in danger of falling into the waterway and to place riprap on a section of the creek bank.

I have been informed that the work has been completed to the satisfaction of your client, Mr. Loy Finney.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan

GLD:bjm: ajw

L. I. Lindas
L. W. Rulien
H. E. Mayfield

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1964

SUBJECT: Anlauf-Elkhead Road Section
Pacific Highway
Contract No. 6247

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

By letter of August 5, Warren T. DeLaVergne, Attorney at Law, Drain, Oregon, called attention to erosionon property of Mr. Loy Finney near Station 620+00 on the captioned project, indicating said erosion to have been caused by Highway Department activities.

From an investigation of conditions surrounding this erosion, it was determined that we could be held liable and corrective measures should be taken. Also, that a similar erosion condition existed along Curtis Creek on the property of Mr. Fred Cady.

With instructions to proceed and time being of the essence, the Resident Engineer ordered certain work to be done which satisfied both landowners. Copies of letters from both Mr. Finney and Mr. Cady to this effect and relieving the State of further obligation are attached. These letters, signed by the landowners, are deemed satisfactory replacements for the more formal legal releases originally contemplated.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
Attach.
cc L. I. Lindas
L. R. Chandler
H. E. Mayfield

OFFICE OF [illegible]

Salem, Oregon
August 27, 1964

Mr. L. I. Lindas
Chief Counsel

By letter of August 5 Mr. Warren T. DeLaVergne brought to our attention what he describes as considerable erosion on the property of Mr. Finney. Mr. Finney's property is adjacent to Interstate 5 near Drain between Stations 620+00 and 623+00. It is located in Section 30, Township 22 South, Range 4 West.

I replied to Mr. DeLaVergne's letter August 10 indicating that it would be necessary to have an investigation made on the ground and a reply would be made following this investigation. I have overrun the time in which I told Mr. DeLaVergne the reply would be made by approximately one week as of this instant.

A report on the investigation is covered by Mr. Decker's letter to me of August 19. A copy of a rough draft, also supplied by Mr. Decker, may be used for a reply to Mr. DeLaVergne if the reference to your Department is entirely correct. Will you please advise me if it is safe to send this communication to Mr. Finney's attorney.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

Yoncalla, Oregon
Aug. 25, 1964

Oregon State Highway Department
% Mr. H. E. Mayfield, Resident Engineer
2141 E. 15th. Ave.
Eugene,Oregon

Dear Sir:

I refer to your letter of Aug. 19, 1964, concerning the falling and removing of certain trees, and the placing of additional riprap in the Elk Creek channel on my property. This work has been completed to my satisfaction and by this letter I releive the State of further obligation in this area.

Sincerely yours,

Loy S. Finney

Mr. Loy S. Finney

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

2141 E. 15 Ave.
Eugene, Oregon
Aug. 19, 1964

Mr. Loy S. Finney
Yoncalla, Oregon

Dear Sir:

I have been authorized to perform work in the elk creek channel on your property as follows: to fall and remove such trees as might fall into the channel and deflect the current, these trees are immediately downstrean on the northeast bank below the existing riprap; to riprap a portion of the southwest bank approximately 120 feet downstream from the existing riprap, this is the area that washed out during the highwater last winter.

It willbe necessary to have a letter from you allowing this work to be performed on your property and roleiving the State of further responsibility in this area.

Sincerely yours,

H. E. Mayfield
H. E. Mayfield
Resident Engineer

Yoncalla, Oregon
Aug. 25, 1964

Oregon State Highway Department
% Mr. H. E. Mayfield, Resident Engineer
2141 E. 15th. Ave.
Eugene, Oregon

Dear Sir:

I refer to your letter of Aug. 19, 1964, concerning the buliding of a new channel for the creek known as Curtis Creek, on my property. This work has been completed to my satisfaction, and by this letter I releive the State of further obligation in this area.

Sincerely yours,

Fred Cady

Mr. Fred Cady

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

2141 E. 15 Ave.
Eugene,Oregon
Aug. 19, 1964

Mr. Fred Cady
Yoncalla, Oregon

Dear Sir:

I have been authorized to build a new channel on your property for the creek known as Curtis Creek. Due to the fact that you placed material too far into the old channel forcing the water into the opposite bank, I request that you supervise the location of the new channel and by letter releive the State of further responsibility in this area.

Sincerely yours,

H. E. Mayfield

H. E. Mayfield
Resident Engineer

FORM E-20 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 13, 1964

SUBJECT: Assignment #272-LPS
Erosion, Elk Creek
Station 622
Anlauf-Elkhead Road Section

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Reference is made to the subject assignment which consists of a letter from Warren T. DeLaVergne, Attorney, in behalf of his client Mr. Loy Finney, a property owner on the right of Station 622 of the subject project. The complaint consists of erosion problems in Elk Creek which have occurred in Mr. Finney's property.

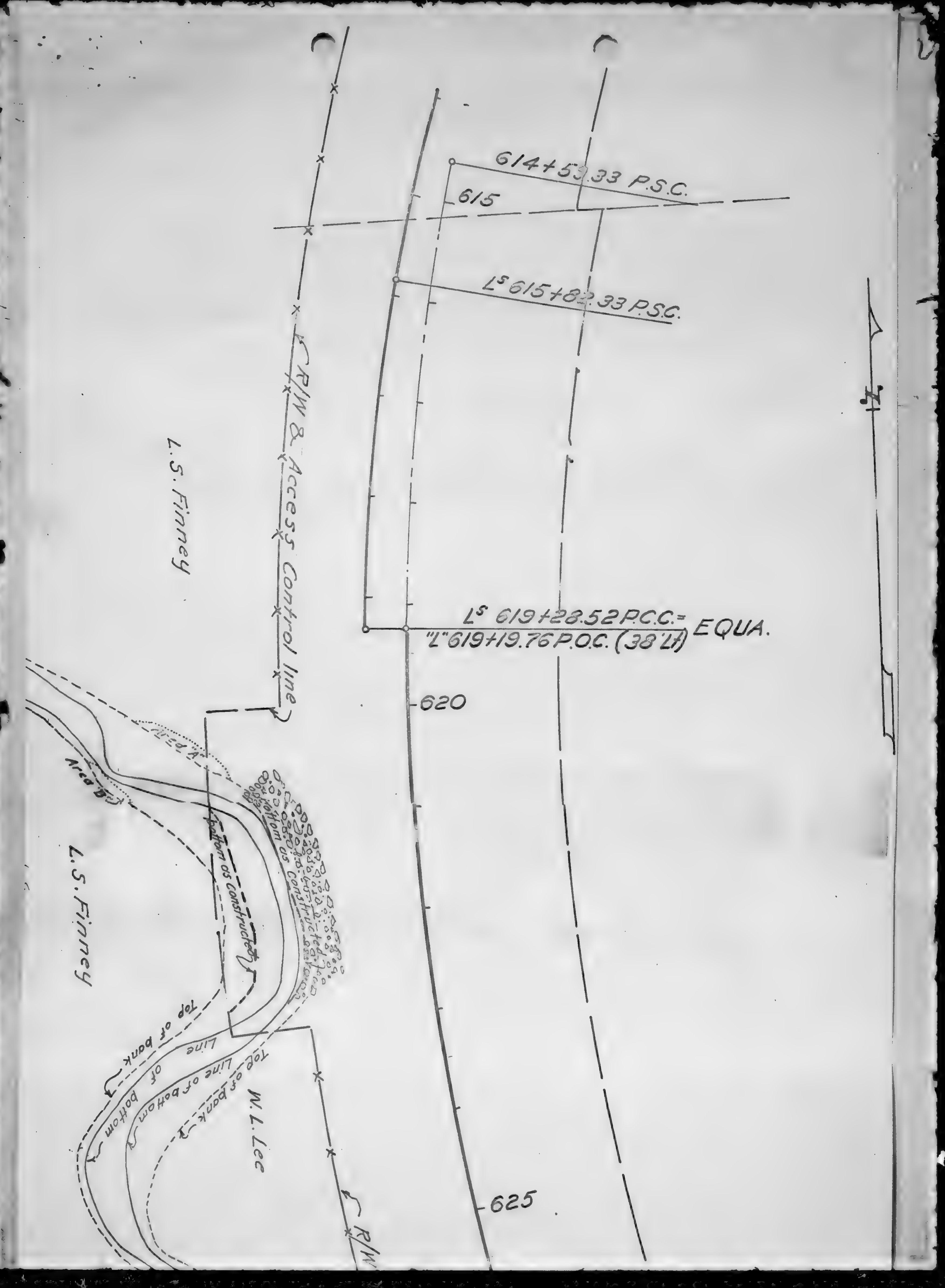
Attached is a sketch map which indicates the area in question which shows the top of the bank and approximation of the lines at the toe of the bank and our work in the area. Also, shown are the two areas marked A and B where Mr. Finney has requested riprap.

We do not feel that our work in this creek has been extensive enough to have contributed to any erosion problems. The soil in this area is light and subject to erosion. We feel that if we should begin to riprap these small areas outside of our right of way we would get into a situation whereby there would be no stopping.

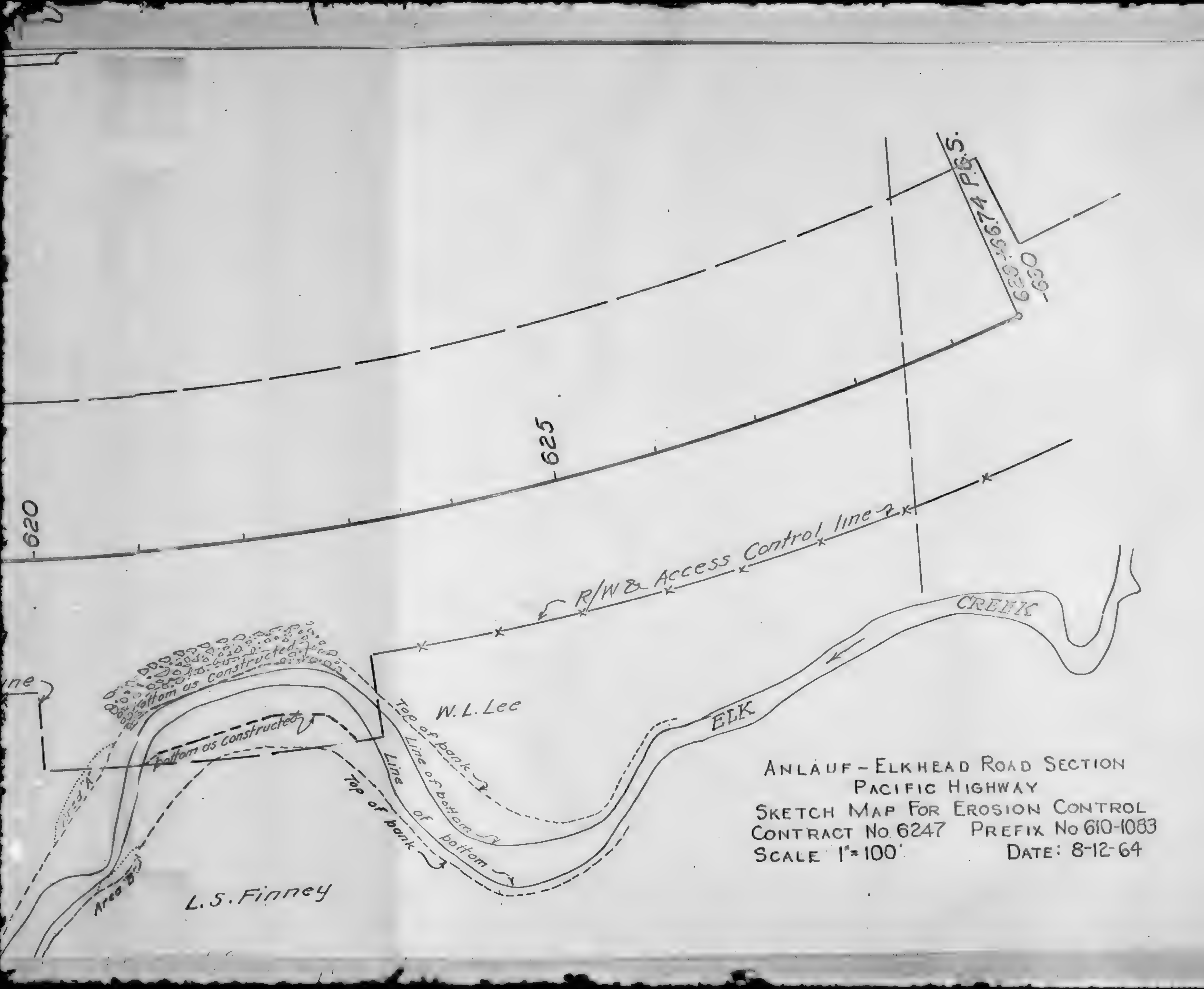
Also, attached for your information is a copy of letter from H. E. Mayfield, Resident Engineer.

L. W. Rulien
Assistant Division Engineer

LWR:dlh
attachs.



614+53.33 P.S.C.
615
Ls 615+82.33 P.S.C.
Ls 619+28.52 P.C.C. =
"L" 619+19.76 P.O.C. (38' Lt)
EQUA.
620
625
R/W & Access Control line
L.S. Finney
L.S. Finney
Area A
Area B
bottom as constructed
bottom as constructed
Top of bank
Line of bottom
Top of bank
Line of bottom
W.L. Lee
R/W



ANLAUF - ELKHEAD ROAD SECTION
PACIFIC HIGHWAY
SKETCH MAP FOR EROSION CONTROL
CONTRACT No. 6247 PREFIX No 610-1083
SCALE 1" = 100' DATE: 8-12-64

FORM E-30K 50M 3-63 49609

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
August 12, 1964

SUBJECT: Channel Erosion at Finney Property
Anlauf-Elkhead Road Section

To:
Mr. L. R. Chandler
Division Engineer
Roseburg, Oregon

This is in regard to the channel change right of Stations 620 to 623 of the Anlauf-Elkhead Road Section of the Pacific Highway in the SE¼NW¼ of Section 30, Township 22 S-Range 4 W.W.M.

Mr Finney is of the opinion that the State has an obligation to do some clearing and revetment work to control erosion along the banks of Elk Creek at the locations shown as "A" and "B" on the attached sketch map.

He has asked the State to clear the area shown as "A". In my opinion this would create erosion of the northeasterly bank with more loss than the land lost at "B".

Mr. Kinney has also asked for the placing of riprap at location "B".

Elk Creek has always been subject to meandering which has caused c considerable bank erosion along its course where it has not been influenced by anything but the natural factors.

H. E. Mayfield
H. E. Mayfield,
Resident Engineer

PHONE TEMPLE 6-9261

WARREN T. DE LA VERGNE
ATTORNEY AT LAW
CORNER B AND SECOND STREETS
ON HIGHWAY 99
DRAIN, OREGON

P. O. BOX 517

[illegible] Sched R/S Unit -
[illegible] Hill [illegible]

#19102

PLEASE RETURN TO
LLOYD P. SHAW

Shaw

Be sure and clear with Leonard
before taking any action

August 5, 1964

Porter - Isn't this an old [illegible]

Mr. Williams
Oregon State Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Williams:

Mr. Loy Finney owns property immediately west of Interstate Highway No. 5 near station 620+00 and 623+00.

Considerable ripraping was done and diversion of a stream was done by the Oregon State Highway Department and it has caused considerable erosion on Mr. Finney's property. Mr. Finney states that the placement of a certain amount of rock would correct this, and since you are removing and simply dumping a considerable amount of rock approximately 3 miles from this location, he would appreciate if you could see what you could do in regard to dropping a little rock in the places which are washing. Incidentally, these parts never washed before.

I believe the law is clear that the changing of the course of a stream causes liability to rise in case erosion occured which did not occur before and which is probably caused by the change in the course of the stream. In effect, it would be a forced condemnation.

Mr. Finney is not the type of person to cause any trouble, is a very nice person, and feels that you could correct this little matter at very little expense to yourself while the construction is going on if it was done within the next few days.

As stated the property described is in Section 30, Township 22 South, Range 4 West, W.M., and is immediately west of 620+00 and 623+00.

Very truly yours,

Warren T. DeLaVergne

Warren T. DeLaVergne

RECEIVED
AUG 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

WTD:md

8-11-64
Copy sent Rulien
Bjm

RECEIVED
JU SEP 9 1963
FOR FILING

September 6, 1963

150

Mr. Warren T. De La Vergne
Attorney at Law
Post Office Box 517
Drain, Oregon

Dear Mr. De La Vergne:

Reference is made to your August 20 letter concerning a request by Mr. Loy Finney for direct access to the freeway which is now under construction near Cox Creek.

We have been unable to pinpoint Mr. Finney's location, but in view of present plans which include interchanges at Curtis Creek and Elkhead Road, further access points in this area could not be granted. Spacing of rural interchanges is usually held to something greater than the four and one-half miles between those presently planned. It is the intent that local roadways be utilized to feed rather widely spaced interchanges on the interstate freeway system.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
F. D. Morgan

PHONE TEMPLE 6-9261

P. O. BOX 517

WARREN T. DE LA VERGNE
ATTORNEY AT LAW
CORNER B AND SECOND STREETS
ON HIGHWAY 99
DRAIN, OREGON

REFERRED TO
Shaw

REFERRED TO
Forrest Cooper
BY SECRETARY

August 20, 1963

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Mr. Loy Finney lives near Cox Creek which is situated near I5 Freeway easterly of Drain-Yoncalla area. The people in that area would certainly like some sort of access to the freeway. Mr. Finney states that he could get not less than 100 signatures requesting an access in said area.

Would this be possible under your present plans and under federal regulations governing where they will appropriate highway money? Please let me know. The matter is quite urgent as contractors are working in area at present time.

Thanking you kindly,

Very truly yours,
Warren T De La Vergne
Warren T. De La Vergne

WTD/md

RECEIVED
AUG [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 22 1963
OREGON
STATE HIGHWAY COMMISSION

copy to FC

RECEIVED
SEP 1 0 1964

Form [illegible]

FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project a[illegible] additional funds are [illegible]
Date ____ M. E. Martin
Title Dist Engr
U.S. Bureau of Public Roads

Project Name	Anlauf-Elkhead Road	**Date**	Aug. 12, 1964
Highway	Pacific	**Contract No.**	6247
County	Douglas	**Prefix**	610-1083
Contractor	Warren Northwest, Inc.	**F. A. Project No.**	I-5-3(49)155
Address	P. O. Box 7675 Portland 20, Oregon	**Order No.**	6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate holes for patching and remove AC from bridge decks.

Location by station numbers:

Throughout project where directed by engineer.

Estimate of quantities and cost:

Labor	$1,000.00
Equipment	2,000.00
Total	$3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
It is necessary to excavate holes for patching where failures have occurred in existing surface, and to remove AC from bridge decks where failures have occurred and because of thickness and cross-slope problems. Max. equipment rates allowed contractor as per AGC-State agreement. Percentage allowed contractor is in accordance with executed contract for this job.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,974,745.08
Present estimate of project cost, including $3,000.00 for work under this order $2,974,745.08
Expected under-run / over-run amount $0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. E. Mayfield
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer.~~
~~[illegible]~~
Office Engineer.

State Printing

Young 9-10-64

RECEIVED
AUG 17 1964

FOR FILING
I-5-3 (47)
6247

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

July 22, 1964

Agenda Item 4-e

Warren Northwest, Inc.
P.O. Box 7675
Portland, Oregon

Gentlemen:

We are enclosing for the records and files of Warren Northwest, Inc., a fully executed copy of an agreement between the State Highway Commission, Warren Northwest, Inc, Warren Northwest, a division of Warren Brothers Company, and Federal Insurance Company, consenting to assignment of contractual obligations of Warren Northwest, Inc., to Warren Northwest, a division of Warren Brothers Company.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

RECEIVED
JUL 2 1964

FOR FILING

7-5-3(49)

6247

July 1, 1964

Oregon State Highway Commission

Gentlemen:

Warren Northwest, Inc., a corporation in dissolution by means of a merger with Warren Brothers Company, through agreement with the Federal Insurance Company, its surety, desires an assignment to Warren Northwest, Inc., a division of Warren Brothers Company of contractual obligations with the State of Oregon. Affected by the assignment will be Contract No. 6247, Anlauf-Elkhead Road Section, Douglas County; Contract No. 6272, Canby-Aurora Hill Section, Clackamas County; Contract No. 6397, N. E. 134th Avenue-N. E. 148th Avenue Section of FAS 730, Multnomah County; and Contract No. 6398, N. E. 134th Avenue-N. E. 148th Avenue Section of FAS 730, Multnomah County.

An agreement will be presented at the July 14 Commission meeting consenting to the assignment of the contractual obligations of Warren Northwest, Inc., to Warren Northwest, a division of Warren Brothers Company.

Your approval of this agreement is recommended and authority for the Secretary to sign the agreement for and on behalf of the Commission is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

June 16, 1964

Warren Northwest,
a Division of Warren Bros. Company
P. O. Box 7675
Portland 20, Oregon

Gentlemen:

Attached are six copies of an Assignment of Contract Nos. 6247, 6272, 6397, and 6398 transferring these contracts from Warren Northwest, Inc., to Warren Northwest, a Division of Warren Bros. Company.

Please have the proper officials of Warren Northwest, Inc., and Warren Northwest, a Division of Warren Bros. Company sign each copy of the Assignment on Page 3. Also please secure the signature from Federal Insurance Company, who is acting as surety on these four contracts.

All six of the Assignments should be returned to this office for approval by the Highway Commission. If the forms can be returned in time, they will be presented to the Commission at their next meeting on July 14.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
cc G. E. Rohde
Atts. (6)

FORM E-30 50M 3-63 49807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1964

SUBJECT: Assignment of Warren Northwest Contracts

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission

Building

In accordance with your request of April 30, 1964, for further action on Assignment of Contracts 6247, 6272, 6307 and 6308, we are transmitting herewith 10 blue-backed copies of an assignment agreement to be signed by the old Warren Northwest, the new Warren Northwest, Federal Insurance Company (the surety) and by you on behalf of the State Highway Commission.

Additional copies may be obtained through this office.

John S. Irvin
JOHN S. IRVIN
Staff Attorney

JSI:jw
Attachments
cc: L.I. Lindas
F.C. McKinney

Floyd:
will you be placing on agenda.
JEP

RECEIVED
MAY 29 1964

FOR FILING

6247

May 28, 1964

Mr. Gerald Johnston
Route 1, Box 82
Yoncalla, Oregon

Dear Mr. Johnston:

Your April 20 letter called attention to the condition of roads and fences on each side of the underpass at Station 672+50 on the Anlauf-Elkhead Section of the Pacific Highway.

Our Division office was contacted on April 23 to discuss this matter. You were then contacted by Mr. Harley Mayfield, Resident Engineer, at which time corrective measures to be taken were outlined. By contact with Mr. Mayfield today we find these corrective measures, insofar as weather permits, have been carried out to your satisfaction. They will be completed as soon as possible.

We regret any inconvenience this may have caused.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan

GLD:bjm: ajw

FORM E-30 50M 12-62 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1963

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer
Building

The attached complaint from Gerald Johnston, Yoncalla, apparently bears on a problem which has been all too apparent in the rural areas of this state throughout the last year or more. Where the traffic is highest we have the greatest problem on our construction projects with matters concerning the traveling public; these are detours, dust, throwing rocks, rutted road conditions, and matters which concern the adjacent property owners such as accesses not properly rebuilt or maintained, fences cut, etc.

Will you please have Mr. Johnston's complaint checked into and draft a satisfactory reply to him. Also have someone run a check on our rural projects from time to time without previously consulting Division personnel to see that matters which concern the traveling public and adjacent property owners are properly handled.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

4-23-63 - Discussed with Rulien by phone. He will take action and advise. copy of Johnston letter forwarded to Div. -

Have copy & will comply with request to check

Salem, Oregon
April 22, 1964

Mr. F. D. Morgan
Construction Engineer
Building

The attached complaint from Gerald Johnston, Yoncalla, apparently bears on a problem which has been all too apparent in the rural areas of this state throughout the last year or more. Where the traffic is lightest we have the greatest problem on our construction projects with matters concerning the traveling public; these are detours, dust, throwing rocks, rutted road conditions, and matters which concern the adjacent property owners such as accesses not properly rebuilt or maintained, fences cut, etc.

Will you please have Mr. Johnston's complaint checked into and draft a satisfactory reply to him. Also have someone run a check on our rural projects from time to time without previously consulting Division personnel to see that matters which concern the traveling public and adjacent property owners are properly handled.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

REFERRED TO
~~Forrest Cooper~~

Rt. 1, Box 82
Yoncalla, Oregon
April 20, 1964

Oregon State Highway Commission
Salem, Oregon

REFERRED TO
Shaw

Gentlemen:

We would like to call your attention to the condition of the roads leading to and from the underpass at Station 672+50 on the Anlauf - Elkhead section of the Pacific Highway or Interstate 5. On the west side the road has been left exceedingly steep at one point and at the underpass on both the east and west ends the road is rutted out to the extent that most cars drag.

The contractors used our private road, last summer (without asking permission), moved down with some heavy equipment and damaged that road so that now there is a place on it where a car drags also.

The fence on both sides of the highway were cut and have not been replaced. Also the fences leading to the underpass wings were taken down and not replaced. We would like to know when this will be done. As it is now we do not feel that we are liable for any damage our stock might cause if they should get on the highway. On the contrary, we feel that you would be liable for any damage to the stock.

Yours truly,
J. Gerald Johnston

RECEIVED
JUN 8 - 1964
FOR FILING

STATE COPY

Form E-208—5M

APPROVED
Contingent upon modification of project agreement if additional funds are required.
By [illegible] Martin
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Anlauf-Elkhead Road
Highway Pacific
County Douglas
Contractor Warren Northwest, Inc.
Address P. O. Box 7675, Portland 20, Oregon

Date May 26, 1964
Contract No. 6247
Prefix 610-1083
F. A. Project No. I-5-3(49)155
Order No. 3-Supp. No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clear and reslope
Remove and waste slide material
Haul and place rock backfill

Location by station numbers:

Throughout project where necessary particularly slide areas at Stations 449,485,498,528,538,546,557,566,645,647+50.

Estimate of quantities and cost:

This request;	Equipment.	$ 57,000.00
	Labor	18,000.00
	Total this request	$ 75,000.00
Plus amount previously approved		25,000.00
	Total	$100,0000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is necessary for slide correction and stabilization. Maximum equipment rates allowed contractor as per AGC-State agreement. Percentage allowed contractor is in accordance with executed contract for this job.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,974,745.08
Present estimate of project cost, including $75,000.00 for work under this order	$2,974,745.08
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. E. Mayfield
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer.
~~Assistant State Highway Engineer or Office Engineer.~~

State Printing

original to Young
6-8-64

RECEIVED
MAY 26 1964
FOR FILING

[illegible]

6247

May 25, 1964

Oregon State Highway Commission

Gentlemen:

On May 28, Mr. Norman Kobin, attorney at law representing Warren Northwest, Inc., will appear before the Commission concerning a controversy that has developed relative to the acceptance or rejection of some crushed rock that is to be used as base material. This is in connection with Contract No. 6247, Anlauf-Elkhead Road Section, Interstate Route 5, Douglas County.

In July 1963, the contractor started producing material from a quarry of his own choice and by methods of his own selection. From the date of commencement up to September 12, 1963, the Department made 270 field tests of the material being produced. Of these tests, 35 or 13 per cent failed because of nonconforming gradation. Fifty-six or 23 per cent failed because of poor quality. This clearly indicates that the material is of borderline quality and while it might be used in certain areas of the work, it is enough out of specification to be cause for concern.

Between this time and the first of October, there was much discussion and controversy as to the price. Charges and countercharges passed back and forth relative to the adequacy of the State's testing procedure and the fact that the same sample tested by field procedures showed different results when tested in the Central Laboratory. In an effort to improve the quality of the product, the contractor did install washing equipment and undoubtedly went to considerable expense to upgrade his product; however, the resident engineer (and, I believe, rightly so) rejected a stockpile containing 28,000 tons as unacceptable. The Highway Department contacted the Bureau of Public Roads and worked out an arrangement whereby the contractor could use the material in the bottom course of the base provided he would accept a reduction in price of six cents per ton. This reduction in price is somewhat of a token thing and it is the Department's feeling that it does not represent an undue hardship on the contractor and if the material is used on the bottom course of the base, should not cause any detrimental effects on the job. To permit the unqualified use of this crushed material would not be fair to other bidders and would cause a breakdown of our specifications system.

The contractor protested the procedure and on October 10, 1963, met with the Deputy Highway Engineer to discuss the problem. As a result of this meeting and because of considerable conflict in previous records and testimonies, it was verbally agreed upon that this stockpile would be sampled. The sampling was to be done in the presence of representatives of the contractor, the Bureau of Public Roads and the State. The samples were to be placed in airtight containers and shipped to the Department's Central Testing Laboratory and, based upon the results of these samples, determination would be made as to the acceptability of the stockpile.

This was done and the results of the tests indicated that 40 per cent of the samples failed because of poor or borderline quality. The contractor at the same time had an independent testing laboratory run parallel tests and he has reported to us only the tests that passed. We understand through grapevine communication that some of the tests conducted by the independent laboratory failed but we have been unable to get the exact results from the contractor.

Subsequent to this time, the contractor has still protested accepting any reduction in price and has asked on several occasions that he be permitted to place the material on the road and then we should settle the price matter at a later date. This the Department has refused to do. I believe Mr. Kobin will offer argument along this line to support the contractor's position.

It is my recommendation that we maintain our original position to permit the use of the material in the lower lift of the base only upon condition that the contractor will reduce his bid price by six cents per ton. The bid price in the contract is $2.06 per ton. It is admitted that the quality of this material is borderline. We acknowledge that the stockpile undoubtedly contains some good material but we also know that it contains poor material and the good cannot be segregated from the bad economically. I further recommend that Mr. Kobin be informed of the position of the Department and the Commission and that we stand by our previous determination.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ms bbc

Anlauf-Elkhead Road Section
Pacific Highway
Contract No. 6247
Contractor - Warren Northwest

NOTED
R. L PORTER

July 15, 1963 Crushing commenced (contractor's source)

2"-0 -
5% oversize
20-40 Retained on 1" Screen
30-45 Pass 1/4
Sand Equivalent 35 Min.
LL & PI - Standard specs.

July 18, 1963 Stockpiling Began

From this date to September 12, 1963, 270 field tests showed the following results:

GRADATION - 35 of 270 (13%) out of specs.
Sand Equivalent - 56 (23.2%) of 241 tests out of specs.
LL & PI - OK.

September 3 field and 4 lab tests made to check procedures and solution. Lab and field checked.

September 12, 1963 - Resident Engineer rejected by letter one contaminated stockpile (est. 28,000 tons).

September 16 (approx.) - First stockpile check - 22 samples split three ways, all put in canvas bags.

Field check showed bad (91%)
Lab check showed good (100%)
Contractor's check showed good (100%)

on 10 reported.

September 23 Washing equipment installation completed. This corrected sand equivalent to a point where very small amount rejected.

From September 16 to 27, 23 samples submitted to Lab in plastic bags showed test results, Field and Lab to be in accord.

October 10, 1963, at Porter's request, stockpiles resampled (20 samples split with contractor taking half and Lab taking half). 40% of our Lab samples failed the S.E. test.

Latter part of November contractor quit crushing in his own source and prepared to move to State source. Very minor amounts out of specs from new source.

Present at sampling. Tom Sims Warren Northwest. Riall & Swegler BPR
Mayfield, Berg, Maude OSHD.

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

NORMAN B. KOBIN
PAUL R. MEYER
LEO LEVENSON
OF COUNSEL

CAPITOL 3-1108

May 21, 1964

Mr. Floyd Query
Secretary
Oregon State Highway Commission
132 State Highway Building
Salem, Oregon

Subject: Contract No. 6247
Anlauf - Elkhead Road

Dear Mr. Query:

We have your letter of May 20, wherein you advise us that you have reserved fifteen minutes of time, beginning at 11:15 o'clock A.M., on Thursday, May 28, 1964, on the Warren Northwest, Inc. matter.

I have a twofold problem, which I assume that your protocol will determine. I am scheduled to be in court in the Marion County Circuit Court in an action involving the Highway Commission, starting Monday, May 25, and there is a possibility that this matter could last the entire week. In addition to this, the fifteen-minute period would hardly be sufficient, I believe, to present our problem. I am fully mindful of the time available to the Commission, but would suggest that perhaps some extraordinary consideration should be given to the presentation of our matter.

I am enclosing, for facility of reference, a copy of a letter which was forwarded to Mr. Forrest Cooper several months ago which generally outlines the problem.

I will be able to call you on Tuesday and give you a better idea of my time schedule and whether I can keep the appointment which you set up.

Very truly yours,

NORMAN B. KOBIN

NOTED
FLOYD QUERY

RECEIVED
MAY 22 1964
OREGON
STATE HIGHWAY COMMISSION

cc: Mr. Glen Jackson
cc: Mr. Kenneth L. Fridley
cc: Mr. David B. Simpson
cc: Mr. Forrest Cooper

NORMAN B. KOBIN
PAUL R. MEYER
LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

CAPITOL 3-1108

May 19, 1964

Mr. Floyd Query
Secretary
Oregon State Highway Commission
132 State Highway Building
Salem, Oregon

Subject: Contract No. 6247
Anlauf - Elkhead Road

Dear Mr. Query:

This letter is being written at the suggestion of Mr. Forrest Cooper, State Highway Engineer. We represent Warren Northwest, Inc., the contractor on the noted job. A question has arisen in the administration of the contract which, in our opinion, is one of policy to appropriately be considered by the Commission itself.

A unilateral price agreement was issued by the Department authorizing the contractor to use a stockpile of approximately 40,000 tons of crushed rock. The price agreement was issued after contractor had every reason to question the determination that the crushed rock being produced was out of specifications. It was drawn in such a way as to require contractor to admit that these materials were out of specifications as a consideration for its use.

Warren Northwest offered to execute the price agreement, with the qualification that by so doing it did not acknowledge that the materials were out of specifications. This request was made for the purpose of expediting the performance of the contract and to still reserve the rights implicit in its contract to have the question of quality and payment determined without duress being imposed. The Department refused.

RECEIVED

As indicated, it is our definite opinion that this is a matter of Commission policy. Should a contractor be precluded by economic duress to assert his contractual rights? It would therefore be requested that we be given an opportunity to appear before the Commission, either at a formal meeting or at an informal meeting, at the earliest possible time, to present our problem fully.

Very truly yours,

KOBIN & MEYER

Norman Kobin

Norman B. Kobin

NBK:dc

cc: Mr. Glen Jackson
Medford, Oregon

cc: Mr. Kenneth L. Fridley
Wasco, Oregon

cc: Mr. David B. Simpson
711 S. W. Alder Street
Portland, Oregon

cc: Mr. Forrest Cooper
State Highway Department
Salem, Oregon 97310

RECEIVED
JUN 5 - 1964

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NOTED
FORREST COOPER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6347

May 25, 1964

Landscape
west side By-Pass
Klamath Falls.
City will
furnish water -
on site - we put
in system +

Oregon State Highway Commission

Gentlemen:

I write this as a short form version of a matter that will be on the agenda for your consideration at the May 28 meeting under Delegations - 11:15 a.m.

This letter handed to Mr. Cooper by Mr. Jackson on May 28.

The attorney for Warren Northwest, Inc., contractor on the Anlauf-Elkhead Road Section of the Pacific Highway, who is protesting the condition re some surfacing material, contends that this is a policy matter, which it is not. It is strictly technical.

The contractor has produced a quality of surfacing material which is unacceptable under the specifications. It is known to the Bureau of Public Roads that this material is unacceptable. We were able to work out a compromise that the Bureau would go for, but the contractor, for reasons best known to himself, will not agree to go along and insisted that the door be left open to negotiation and court action later.

Matters of this kind are difficult to explain and there is enough complexity involved that a confusing case can be presented.

It is my opinion that the acceptance of the contractor's terms will get us into trouble with the Bureau of Public Roads and possibly the GAO and will open the door for a future lawsuit.

I am attaching a somewhat more detailed explanation of the matter for your information.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn
Enc.

NORMAN B. KOBIN
PAUL R. MEYER
LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

CAPITOL 3-1108

May 6, 1964

Mr. Forrest Cooper
Chief State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Re: Warren Northwest - Anlauf Job

Dear Mr. Cooper:

My client, Warren Northwest, informs me that nothing has resulted from the conference that was held in your office relative to the execution of the Price Agreement covering the stockpiled materials on subject job.

I am still of the opinion that this problem is one of policy that should perhaps be appropriately determined by the Commission acting as such. It is therefore my intent to request the Commission to consider this matter. I would not recommend this be done, however, without first calling this to your attention. I would therefore appreciate your advising me as to whether or not you have any particular objection to my following this procedure.

Very truly yours,

KOBIN & MEYER

Norman Kobin

Norman B. Kobin

NBK:dc

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

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FORM 2-30 50M 3-63 49807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1964

SUBJECT: Sand Equivalent Tests
Anlauf-Elkhead Rd. Section
Contract No. 6247

To: Memo to the Files

The contractor, Warren Northwest Inc., subject project has questioned the validity of sand equivalent test results of the crushed base rock as performed in the Field and by the Central Laboratory.

Many tests were performed for the purpose of determining the effect of differences in technique on the test results. On the same samples, properly divided, no functional differences in results were apparent.

Material that was degraded, by excess laboratory screening, showed no poorer test result than the original as prepared in the Contractor's crushing operation.

There are too few reported test results made by outside agencies for comparative purposes. I feel the contractor has unfavorable test results which were not submitted in the report.

In the sand equivalent test a high degree of correlation is obtained in testing material of good quality, such as concrete sand. In testing poor or marginal material considerable test variations will occur. This can be accounted for by the fact that such material as produced is very likely to vary in quality from one truck load to another.

G. W. Harra
G. W. HARRA
Engineer of Materials

GWH:ern

✓c.c. L.P. Shaw
F.D. Morgan
Gil Decker

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MAR 11 1964
OFFICE OF
[illegible] ENGINEER

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MAR 9 1964

FOR FILING

6247

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1964

SUBJECT: Sand Equivalent
Whipple Quarry
Anlauf-Elkhead Road Section
Contract No. 6247

To:

MEMO TO THE FILES

On February 27 a meeting was held in Mr. Shaw's office between Mr. R. E. Batie and Mr. David B. Mengel for the contractor, and Messrs. Shaw, Morgan, Harra, White, Rulien, Walker, Mayfield and Decker for the Highway Department.

The meeting was at the request of the contractor who chose to discuss only one subject, that is, our sand equivalent tests were not properly performed. Certain allegations were made by the contractor.

1. The rock, though sound, could be broken down by abrasion to form deleterious fines. These fines, when a part of the test, were a factor contributing to low sand equivalent results.

2. Our field testing procedures included the use of scale weights in the screening operation which caused the formation of these deleterious fines.

3. Nothing the contractor did to clean up the rock seemed to make any difference in test results.

4. Tests by outside agencies on split samples all showed a sand equivalent value above 35 and higher than our own tests.

A lengthy and detailed summary of their operations, including test results, was left by the contractor. The Field, Laboratory and Field Testing Engineer were to review this in detail and collaborate in a report. This report should be submitted by March 12.

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp
cc Lloyd Shaw
G. W. Harra
L. W. Rulien
H. E. Mayfield
J. H. Walker

NOTED
LLOYD [illegible] SHAW

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MAR 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

6247

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1964

To: MEMO TO THE FILE

SUBJECT: Warren Northwest Complaint
Anlauf-Elkhead Road
Interstate 5
Contract 6247
Douglas County

Reference: Warren NW to F. Cooper 2-20-64
F. Cooper to D. B. Mengel 2-25-64

Mr. Beatty and Mr. Mengel, representing Warren Northwest, were in my office February 27 at 1:00 p. m. State was represented by Messrs. Decker, Walker, Mayfield, Harra, White, and Shaw.

The point of all discussion was sand equivalent test failures at the no-longer-used Whipple Quarry. The contention of Warren is that our tests are not indicative of the true value of the material and/or that our testing procedures do not result in accurate analysis by the sand equivalent method.

One argument advanced by Warren was that there are two kinds of rock in the Whipple Quarry, which, while virtually identical in appearance, react differently in the sand equivalent test. The claim is that the degradation caused by power screening produces a fine nongranular material which shows up in S. E. tests as colloids. Mr. Harra had run tests of the Whipple rock, carefully washing away all fines, then subjecting the coarse material to mechanical fracturing in a rod mill. The fines thus produced had been put through the S. E. routine and remained at or above 44, a satisfactory level. Mr. Harra's conclusion was that the Warren theory was probably in error.

Another point made by Warren was the claimed failure of our field tests to check tests made at the Salem Lab of the same material. Mr. Walker pointed out that after changing from canvas to plastic containers in which the samples were shipped, the field and Central Lab results were closely related.

Warren produced what purported to be a report of findings made by Pittsburgh Testing Laboratory, which findings were greatly at variance with those of Central Lab. These were of twenty samples of material taken at Mr. Porter's order in the presence of

State, Bureau, and Warren Northwest personnel from the stockpile which has been rejected. In general, the Central Lab findings were in the 30's with approximately 40 per cent falling below 35, while Pittsburgh placed them in the 40's with plenty of tolerance as regards job specifications. The Pittsburgh tests either were not run on old samples in the group of 20, or were not reported in the material displayed at this meeting. Only those tests shown at or below 35 by Central Lab were listed as being tested by Pittsburgh.

Warren requested that we take the Pittsburgh findings and give them a thorough evaluation as compared with our own testing. This was agreed upon.

Warren, several times in the course of discussion, stated that it was felt the State should accept a Price Agreement at six cents below contract bid price and bearing a statement to the effect that the right of further claim would remain with Warren. Mr. Beatty and Mr. Mengel were advised we could not consider this approach.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

Warren Northwest, Inc.

HIGHWAY AND ROAD CONTRACTORS
ASPHALTIC CONCRETE PAVING
INDUSTRIAL — COMMERCIAL

BRANCHES...
PORTLAND — BEAVERTON
STAFFORD — CANBY

TELEPHONE 253-7531

P. O. BOX 5072
PORTLAND 13, OREGON

October 4, 1963

Herewith find Price Agreement #6. This Price Agreement has beenexecuted solely upon the understanding and condition that by so doing contractor does not acknowledge that the crushed material to be placed in base as per the Price Agreement was properly rejected nor that same does not meet the sand equivalent and gradation tests. By executing this Price Agreement contractor further does not waive any claims for additional compensation incurred as a result of the rejection of materials, including materials the subject of this Price Agreement, which in fact did meet specifications.

This Price Agreement is being executed for expediency and in order to expedite the time of completion of subject contract and to minimize the effects of adverse weather conditions which can be reasonably anticipated and with which we would be confronted if delayed further.

Unless you are willing to accept this Price Agreement under these conditions, kindly return same.

WARREN NORTHWEST, INC.

R. E. Batie

R. E. Batie, President

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FEB 27 1964

FOR FILING

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February 26, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5, covering the refinishing of old portions of the widened structures on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County, Contract Number 6247, in connection with Federal-Aid Project No. I-5-3(49)155.

This refinishing work is necessary to match the existing structures in general appearance with the new structures.

This work was verbally approved by the BPR District Engineer, February 24, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

Enc.

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FEB 26 1964

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6247

February 25, 1964

Mr. David B. Mengel
Vice-President & General Manager
Warren Northwest, Inc.
Post Office Box 5072
Portland 13, Oregon

Dear Mr. Mengel:

This will acknowledge receipt of your letter of February 20 relating to materials produced for the Anlauf-Elkhead Road Section of Interstate Route 5 in Douglas County, this being State Contract No. 6247.

Representatives of this Department who are familiar with the problem you describe are available to meet with you in this office on Thursday, February 27 at 1 p.m. Probably, Mr. Shaw's office is the most convenient place to meet. If this is not satisfactory, will you kindly advise us and set a time convenient to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw (with copy of letter)

WARREN NORTHWEST INC.
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 3072 - PHONE ALPINE 3-7531
PORTLAND 13, OREGON

February 20, 1964

Mr. Forrest Cooper
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

RE: Contract No. 6247
Anlauf - Elkhead Road

Dear Mr. Cooper:

Approximately October 3, 1963 your representative directed a price agreement to us relative to the acceptance and use of 40,000 tons of crushed base materials in stockpile. The price agreement provided for price reduction of six cents per ton on the basis that these materials were not within specifications, as they related to said equivalent and gradation. Prior to receipt thereof and shortly after the commencement of crushing, we questioned the results of your field laboratory tests indicating substantial failures when exposed to a sand equivalent test. Acting on what we believed to be a reasonable assumption that the questions could be resolved at a later time and job performance was of primary importance, we requested permission to execute this price agreement upon the condition that by so doing we were not acknowledging that the materials were out of specification, but rather that we were accepting the price agreement so as to recover part of our costs for the materials produced and to expedite the completion of the job without delay. This was rejected by your representatives, apparently on the advice of counsel.

Porter

We were quite surprised at this reaction. Based upon our own investigations and the reports received from independent tests, we believe that we have substantial claims under the contract for not only the rejection of spec material but also the requirement that we implement and improvise our plant several times with appurtenances not required due to the improper rejection of previously produced crushed base materials.

thru 1st par

We do not believe it to be a policy of either your Department or the Commission that economic duress be practiced upon a contractor under these circumstances. In substance, we are told to sign the price agreement whereby these manufactured materials could then be used. By so doing we would be required to give up any right we may have under the contract to have an impartial or objective determination of the dispute existing. If we do not comply, these materials shall not be used and we must take our chances on recovery in the future. We believe that this is a matter of public policy to be determined either at your level or at the level of the Commission.

NOTED
R. L PORTER

Copy to FC

For general background information, we offer the following:

Shortly after crushing of the required rock materials commenced, we were advised that the materials were not within the sand equivalent specifications. Periodically, after the initial phases of the crushing, although we questioned the results of your field tests, various costly adjustments were made to the crusher plant. Amongst other things, spray bars were placed on screens, a bar grizzly was installed ahead of the jaw crusher, an air compressor was installed to feed the air jets over the screen, a larger water supply was arranged and additional spray bars over the screen wereinstalled. Despite this installation, all accomplished prior to August 27, limited operations on August 27, 28 and 29 were taken and all samples rejected.

Thereafter, a coarse aggregate washer and additional set of 40" x 22" roll crushers was installed, as was a new pump at the coarse aggregate crusher. Additional modifications were made in the washing system to get a larger supply of water to the spray bars. Additional spray bars were installed, and a new, more efficient pump was installed at a holding pond to increase the flow of water through pressure. All the above installations and the results or lack of results accomplished therefrom were discussed at a meeting with your personnel in the Salem office on September 12, 1963.

Thereafter, a different coarse aggregate washer was installed as was an additional 4 X 10 screen with seven additional spray bars, and still larger motors were placed on the pumps at the bottom of a hill and a booster pump was installed halfway up the pipeline.

Obviously, the above modifications and additions to the crusher plant called for numerous shutdowns and slowed up the operation of the crusher itself while producing the rock. Throughout the period of time while the adjustments were being made, we seriously questioned the propriety of the test results and the rejection of some of the crushed rock. During the crushing operations, in addition to rock being wasted from the crusher and rock being hauled to the road, a stockpile of some 40,000 tons plus of materials for base was produced. No formal rejection of these materials was indicated prior to September 12, 1963.

Shortly prior to this date, and in order to determine whether we were furnishing rock within the specification and the contemplation of the contract, we engaged the services of independent testing laboratories and a professional geologist.

Thereafter, a full investigation was made, and the results submitted to us would indicate that we have at all times except in perhaps very rare instances produced materials within the contemplation of the contract as defined by special provisions for stone base and surfacing. Our investigation has disclosed items of considerable interest: Results of tests when made in the field which allegedly failed, whereas tests of the same samples made in your Salem laboratory passed high. Tests made in the field from the crusher by your field representative and our independent laboratory jointly were substantially the same and passed, but tests made in the field from the crusher by your representative and our representative from the same material but run independently indicated that your tests showed failure, whereas our tests showed passing. Tests of samples of stockpile materials made by your Salem laboratory indicated some failures. Tests of identical samples taken at the same time by our representatives showed all passing.

We have copies of all reports submitted to us by our representatives. We have also prepared schedules showing the comparison in test results as indicated above.

From the information which we have, we can only conclude that the AASHO testing procedures were not adhered to, the methods used in preparing the final materials for testing were not proper and the results of all tests run to determine the presence or absence of "deleterious fines" were incorrectly or mistakenly interpreted.

Our costs in producing the materials which have already been accepted due to unreasonable procedures directly due to the rejections are substantial. The stockpiled material represents a substantial investment. We have already suffered considerable delay and a new work season is almost upon us.

We therefore request that we be permitted to meet with you and your designated representatives immediately to resolve these various problems, including the use of the 40,000 ton stockpile.

Very truly yours,

WARREN NORTHWEST, INC.

By David D. Mengel
Vice-President & General Manager

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FEB 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 20 1964

FOR FILING

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6247

February 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir

Herewith for your consideration and approval are copies of Order for State Force work No. 7, Account No. 274 covering the revision of construction identification signs on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County, Contract No. 6247 in connection with Federal-Aid Project No. I-5-3(49)155.

This revision is required to conform to standards set up by the Bureau of Public Roads, IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $40.00 with Federal participation of $36.00.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

RECEIVED
JAN 20 1964
[illegible]ING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

January 14, 1964

By:
M. E. Martin
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.4-DB

Anlauf Elkhead Road Section of the Pacific Highway
Douglas County
Project I-5-3(49)155
Order for State Force Work No. 6
Total estimated amount $12,000
Federal participation $10,800

Reference is made to your letter dated January 8, 1964 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of FPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

NOTED
LLOYD P. SHAW

original to Young with attach.
1-20-64

RECEIVED
JAN 9 1964

January 8, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force work No. 6, Account No. 233, covering horizontal drains on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County, Contract No. 6247, in connection with Federal Aid Project No. I-5-3(49)155.

This work is necessary to control existing and anticipated slides on cutbanks which show seepage, or where required for the prevention of slides. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

The total estimated amount of the order is $12,000.00, with Federal participation of $10,800.00.

The order was verbally recommended for approval by the BPR Area Engineer, January 6, 1964. Your approval as of that date under the provisions of PPM 21-6.3 on the basis of actual cost is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

CEIVED
23 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

December 13, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. L. P. Shaw

Original signed by
A. W. Parsons
Div. Engineer

Original signed by
M. E. Martin
Dist. Engineer

08-35.4-DB

A. W. Parsons, Division Engineer
Salem, Oregon

By:
M. E. Martin
District Engineer

Inspection-in-Depth
on the Anlauf-Elkhead Road
of the Pacific Highway
Project No. I-5-3(49)155

Attached is a copy of inspection-in-depth report on the above mentioned project. The inspection was conducted on materials control generally and specifically covering the sand equivalent problem which developed during the production of base surfacing aggregate.

We are pleased to take this opportunity to commend the State personnel involved in this matter in the fine manner in which they are handling the inspection and specification control of these materials and in the subsequent meetings and discussions with the contractor.

As mentioned in the report, the differences of the results of sand equivalent tests taken on the same sample indicate the need of a complete review of field and laboratory testing procedures in an effort to reconcile those differences. This office will appreciate receiving a complete report on the reasons for these differences. Indications are that the problems encountered may result in a claim by the contractor for full reimbursement for the material crushed and stockpiled.

Attachment

original To Young
with attach.
(To be sent on To Morgan)
12-23-63

NOTED
LLOYD P. SHAW

State

Monthly transaction number 12-8	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
		County Douglas
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 11-14-63	Project number I-5-3(49)155

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 12, 19 63, is hereby modified as follows:

Revised estimated total cost of project	$ 2,911,967.00
Revised Federal funds	$ 2,678,000.00
Other revisions	

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14 day of November, 19 63.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P Shaw

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons
Division Engineer

L R Backlund
By: L. R. Backlund, Administrative Manager

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. I-5-3(49)155

AMLAUF-ELKHEAD ROAD SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, October 24, 1963

Type Code 6201
Roadway (Sta. 309+06.81 to Sta. 693+00)(Contract 6247)

Clearing and Grubbing	All	Required		$ 101,000.00
Drainage Excavation, Unclassified	8,750	cu.yds.	$ 3.00	26,250.00
General Excavation, Unclassified	886,300	cu.yds.	0.62	549,506.00
Extra for Rock Channel Protection Material	400	cu.yds.	4.00	1,600.00
Short Overhaul	1,147,000	yd.sta.	0.01	11,470.00
Long Overhaul	69,700	C-yd.sta.	0.40	27,880.00
Furnishing and Placing Topsoil	5,330	cu.yds.	2.00	10,660.00
Finishing Roadbed and Slopes	All	Required		12,000.00
Rounding Cutbanks	14,600	lin.ft.	0.25	3,650.00
Seeding	50	acres	100.00	5,000.00
Mulching	52	acres	150.00	7,800.00
Grass Seed, Creeping Red Fescue	310	lbs.	0.40	124.00
Grass Seed, Chewings Fescue	310	lbs.	0.40	124.00
Grass Seed, Perennial Ryegrass	720	lbs.	0.30	216.00
Grass Seed, Highland Bentgrass	200	lbs.	0.50	100.00
Inorganic Fertilizer	200	cwt.	5.00	1,000.00
12-inch Culvert Pipe	1,000	lin.ft.	2.85	2,850.00
15-inch Culvert Pipe	35	lin.ft.	3.70	129.50
18-inch Culvert Pipe	1,650	lin.ft.	4.20	6,930.00
24-inch Culvert Pipe	240	lin.ft.	6.70	1,608.00
36-inch Culvert Pipe	110	lin.ft.	12.45	1,369.50
18-inch Corrugated Steel Pipe	120	lin.ft.	4.60	552.00
60-inch Corrugated Steel Pipe	50	lin.ft.	35.00	1,750.00
72-inch Corrugated Steel Pipe	60	lin.ft.	45.00	2,700.00
84-inch Corrugated Steel Pipe	40	lin.ft.	53.00	2,120.00
10-inch Corrugated Metal Pipe	100	lin.ft.	2.65	265.00
18-inch Corrugated Metal Pipe	280	lin.ft.	4.20	1,176.00
12-inch Concrete Pipe	30	lin.ft.	2.75	82.50
18-inch Concrete Pipe	1,170	lin.ft.	4.40	5,148.00
24-inch Concrete Pipe	480	lin.ft.	6.50	3,120.00
30-inch Concrete Pipe	30	lin.ft.	8.20	246.00
30-inch Extra Strength Concrete Pipe	130	lin.ft.	8.75	1,137.50
36-inch Concrete Pipe	240	lin.ft.	11.60	2,784.00
Salvaging and Reinstalling Culvert Pipe	350	lin.ft.	6.50	2,275.00
Salvaging and Stockpiling Culvert Pipe	60	lin.ft.	4.00	240.00

8-inch Sewer Pipe	630	lin.ft.	$ 1.90	$ 1,197.00
10-inch Sewer Pipe	365	lin.ft.	2.10	766.50
12-inch Sewer Pipe	1,850	lin.ft.	2.30	4,255.00
15-inch Sewer Pipe	340	lin.ft.	2.85	969.00
6-inch Perforated Metal Drain Pipe	1,090	lin.ft.	2.00	2,180.00
8-inch Perforated Metal Drain Pipe	60	lin.ft.	2.25	135.00
10-inch Perforated Metal Drain Pipe	370	lin.ft.	2.50	925.00
12-inch Perforated Metal Drain Pipe	660	lin.ft.	3.00	1,980.00
8-inch Steel Drain Pipe	70	lin.ft.	2.00	140.00
10-inch Steel Drain Pipe	60	lin.ft.	2.50	150.00
4-inch Rigid Type Drain Pipe	190	lin.ft.	1.70	323.00
6-inch Perforated Drain Pipe	13,800	lin.ft.	2.10	28,980.00
8-inch Perforated Drain Pipe	2,290	lin.ft.	2.40	5,496.00
Special Backfill in Drains	2,500	lin.ft.	6.50	16,250.00
12-inch Culvert End Sections	1	only	25.00	25.00
18-inch Culvert End Sections	50	only	32.00	1,600.00
24-inch Culvert End Sections	16	only	45.00	720.00
30-inch Culvert End Sections	2	only	75.00	150.00
36-inch Culvert End Sections	2	only	120.00	240.00
4-inch Coated Steel Pipe, 14 gage	80	lin.ft.	1.50	120.00
1-1/2-inch Galvanized Water Pipe	110	lin.ft.	1.25	137.50
Concrete Inlets, Type "G"	30	only	70.00	2,100.00
Concrete Inlets, Type "D"	4	only	85.00	340.00
Concrete Manholes	4	only	240.00	960.00
Reconstruction of Manholes	1	only	150.00	150.00
Reconstruction of Catch Inlets	1	only	40.00	40.00
Concrete Curbs	300	cu.yds.	46.00	13,800.00
Class "A" Concrete in Box Culverts	560	cu.yds.	68.00	38,080.00
Metal Reinforcement in Box Culverts	105,000	lbs.	0.14	14,700.00
Salvage and Stockpile Guard Rail	9,600	lin.ft.	0.50	4,800.00
Metal Guard Rail	37,000	lin.ft.	2.21	81,770.00
Metal Median Barrier	24,000	lin.ft.	3.26	78,240.00
Rail End Pieces	100	only	3.50	350.00
Guide Posts, PW-1	370	only	7.00	2,590.00
Guide Posts, PY-2	160	only	7.40	1,184.00
Guide Posts, PY-3	6	only	6.80	40.80
Type 2 Fence	3,000	rods	6.50	19,500.00
Type 3 Fence	24	rods	7.25	174.00
Salvage and Reinstall Type 2 Fence	400	rods	5.00	2,000.00
Salvage and Reinstall Type 3 Fence	80	rods	5.00	400.00
16' x 48" Metal Gates	5	only	66.00	330.00
Coarse Crushed Material in Base	198,400	tons	2.06	408,704.00
3/4" - 0 Material in Base	26,900	tons	2.12	57,028.00
Sprinkling	8,570	M-gal.	2.50	21,425.00
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Binder Course	1,050	cu.yds.	5.40	5,670.00
RC-250 Asphalt	160	tons	46.00	7,360.00
Plant Mix Bituminous Base	24,000	tons	3.97	95,280.00
Asphalt in Bituminous Base	1,020	tons	32.50	33,150.00
Asphaltic Concrete Mixture	85,000	tons	3.97	337,450.00

Asphalt in Mixture	4,675 tons	$ 32.50	$ 151,937.50
RS-1 Asphalt	24 tons	55.00	1,320.00
Removal of Illumination Installations	All Required		950.00
Removal of Existing Sign Installation	All Required		40.00
Furnish 8 BP 36 Steel Piling	269 lin.ft.	4.45	1,197.05
Drive Steel Piles	20 only	72.80	1,456.00
Sign Support Footings	All Required		798.00
Metal Sign Posts	All Required		1,321.65
Wood Sign Posts	All Required		1,668.80
Type "A" and "B" Signs in Place	1,230 sq.ft.	7.10	8,733.00
Type "C" and "D" Signs in Place	638 sq.ft.	3.40	2,169.20
Type "E", "F" and "G" Signs in Place	172 sq.ft.	3.45	593.40
Type "P" Signs in Place	89 sq.ft.	4.50	400.50
(Cox Creek Rd. U'xing)			
Preparation of Slopes	120 sq.yds.	3.00	360.00
Concrete Slab Riprap	120 sq.yds.	8.00	960.00
			$2,264,622.85
Flagging (57½% of Contractor's Cost)	All Required		$ 35,000.00
Signing (Temporary)	All Required		600.00
Slide Removal	All Required		150,000.00
			$ 185,600.00
Utilities			
Work by Douglas Electric Co-op.	All Required		$ 6,393.48
Work by Yoncalla Telephone Co.	All Required		1,039.47
Work by Pacific N.W. Bell Tel. Co.	All Required		392.70
			$ 7,825.65
	Subtotal		$2,458,048.50
	10% Engr. & Cont.		245,804.85
	Total		$2,703,853.35

Type Code X221
Buck Creek Road (Br. #7560A)(Sta. 313+17.30 to Sta. 314+07.30)(Contract 6247)

Remodel Buck Creek Road O'xing	All Required		$ 4,000.00
Shoring, Cribbing, Etc.	All Required		6,000.00
Structural Excavation	250 cu.yds.	$ 10.00	2,500.00
Structural Excavation Below Elevation Shown	30 cu.yds.	15.00	450.00
Furnish Treated Timber Piling	480 lin.ft.	1.50	720.00
Drive Timber Piles	12 only	50.00	600.00
Class "A" Concrete (166 cu.yds.)	All Required		17,000.00
Metal Reinforcement (50,800 lbs.)	All Required		7,000.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
			$ 38,630.00

Type Code X220
Curtis Creek Road (Br. #7594A)(Sta. 460+07 to Sta. 460+95)(Contract 6247)

Remodel Curtis Creek Road O'xing	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Required		3,000.00
Structural Excavation	160 cu.yds.	$ 10.00	1,600.00
Structural Excavation Below Elevation Shown	20 cu.yds.	15.00	300.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	10 only	60.00	600.00
Splice Steel Piles	3 only	40.00	120.00
Class "A" Concrete (187 cu.yds.)	All Required		13,000.00
Metal Reinforcement (50,500 lbs.)	All Required		7,000.00
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 30,240.00

Type Code X021
Curtis Creek Bridge (Br. #7572A)(Sta. 607+56 to Sta. 608+56)(Contract 6247)

Remodel Crutis Creek Bridge	All Required		$ 5,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	180 cu.yds.	$ 10.00	1,800.00
Structural Excavation Below Elevation Shown	20 cu.yds.	20.00	400.00
Furnish 10 BP 42 Steel Piling	100 lin.ft.	5.00	500.00
Drive Steel Piles	5 only	75.00	375.00
Splice Steel Piles	1 only	50.00	50.00
Class "A" Concrete (409 cu.yds.)	All Required		34,000.00
Metal Reinforcement (85,300 lbs.)	All Required		11,000.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
			$ 55,405.00

Type Code X021
Elk Creek Bridge (Br. #7567B)(S.B. Sta. 631+70 to Sta. 632+05)(Contract 6247)

Remodel Elk Creek Bridge	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	250 cu.yds.	$ 9.00	2,250.00
Structural Excavation Below Elevation Shown	30 cu.yds.	15.00	450.00
Furnish 10 BP 42 Steel Piling	400 lin.ft.	5.00	2,000.00
Drive Steel Piles	14 only	70.00	980.00
Splice Steel Piles	4 only	30.00	120.00
Class "A" Concrete (511 cu.yds.)	All Required		36,000.00
Metal Reinforcement (128,000 lbs.)	All Required		15,000.00
8-inch Metal Drain Pipe	30 lin.ft.	4.00	120.00
			$ 64,920.00

Subtotal	$ 189,195.00
10% Engr. & Cont.	18,919.00
Total	$ 208,114.00

Length of Roadway . . . . 7.159 Miles
Length of 4 Structures. . . . . 0.078 Mile
Length of 1 Structure . . . . 0.066 Mile (Exception)
Total Length . . . . 7.237 Miles
Cost of Roadway Per Mile $377,685.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,703,853.00	$2,487,000.00	$216,853.00
Structure	208,114.00	191,000.00	17,114.00
	$2,911,967.00	$2,678,000.00	$233,967.00

State Funds for Const.: Chap. 175. laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529. laws 1939.

ANLAUF-ELKHEAD ROAD SECTION

PROJECT I-5-3(49)155

Estimated cost of work by the Yoncalla Telephone Company

Estimate Dated May 21, 1963

Materials	$ 198.21
Labor	814.51
Equipment	276.24
	$1,288.96

Lump Sum (State Share 3/4 of $1,288.96) $ 966.72

Estimate Dated July 24, 1963

Labor	$ 55.00
Equipment	17.75
	$ 72.75

Lump Sum 72.75

Total $1,039.47

Estimated cost of work by the Douglas Electric Coop., Inc.

Crossing at Sta. [illegible]

Material and Supplies	$ 661.65	
Labor	[illegible]	
Overhead	557.00	
Salvage Credit	-431.10	Credit
	$1,367.95	

Balance of Work

Right of Way	$ 86.00	
Material	3,877.45	
Labor	3,392.23	
Overhead	1,749.84	
Salvage Credit	-2,007.[illegible]	Credit
	$7,17[illegible]	

State Share ([illegible]) $[illegible]

Total $[illegible]

ANLAUF-ELKHEAD ROAD SECTION - contd.

PROJECT I-5-3(49)155

Estimated cost of work by Pacific Northwest Bell Telephone Company

Labor	$490.00
Materials	91.00
Equipment	43.00
Betterment Credit	152.00
	$472.00

Lump Sum (State Share 5/6 of $472.00) $393.00

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477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 5, 1963

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-5-3(49)155
Anlauf-Elkhead Road Section
Change in Location of Access Control Line
(Mr. G. L. Decker's 10-31-63 letter)

Change in the location of the access control line will not diminish the degree of access control to the freeway and will lessen the problems resulting from placing the access control line on the right of way line, therefore, the proposal is approved.

If the proposed right of way settlement contains an amount of damages for severing the private road at the existing access control line we would expect that restoration of access would be an item to be considered in any settlement.

NOTED
LLOYD P. SHAW

Original to Young
cc Morgan
11-14-63

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 31, 1963

NOTED
LLOYD P. SHAW

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Change of Access Control Line
Anlauf-Elkhead Road Section
Pacific Highway
Project No. I-5-3(49)155

Dear Sir:

Attached is a print of a portion of this project showing a proposed change in the location of the access control line and fence. This portion of the project is near the summit which is about 1-1/2 miles from the north end.

When the original highway was constructed through this area in 1953 and 1954, considerable slide activity occurred. We purchased a sizeable parcel of land outside our normal right of way, as shown on the attached sketch, for the purpose of making drainage improvements above the cut slope. The area purchased contained a small lake which was drained by means of a ditch which roughly parallels our highway.

The topography from the existing right of way line to the highway is roughly a steep slope down to the bench which contained the lake and then another steep cut slope to the highway. A farmer's road runs across the outer edge of the bench between the cut slope and the ditch which drains the lake area. This road connects two parcels of property owned by the farmer, a Mr. Coons, who sold us the property containing the lake, and is the only usable route of access to our drainage ditch. There is no route by which access to the freeway can be gained from this road.

Because of the conditions which exist at this site, we request a change in the location of the access control line as shown on the sketch. This change has the following advantages:

1. The amount of fence would be reduced by 900 lin. ft. which would be a savings of about $350.00.

2. The revised location of the fence would be easier to build and much easier to maintain because it would be along the outer edge of the bench instead of along the rough steep hillside above the ditch.

3. The revision would put the existing farm road outside the access control line. This would allow access to the drain ditch for maintenance without crossing the access control line and also allow the farmer to use the road for access between his remaining parcels of property without crossing any access control lines. Because of the need for this drainage facility, we do not wish to sell this property. The property outside the proposed relocated access control line is not needed for the highway roadbed or slopes. And, because of the fact that the only route of access is through land owned by Mr. Coons, we think it highly desirable to maintain good relations with Mr. Coons in regard to use of this road.

Your approval of this access control line change is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

CHB:bjm
Attachment

cc: L. P. Shaw
L. H. Young
W. T. Wright

NOV 1 1963

RECEIVED
NOV 4 1963

FORM E-30X

FOR FILING

6247

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1963

To:

Memo to the Files

SUBJECT: Unsuitable Material
Anlauf-Elkhead Road Section
Contract No. 6247

This is to document a meeting held with Mr. R. E. Batie, President, Warren Northwest, Inc., October 22 at the Hilton Hotel. At this meeting, Mr. Batie requested that a Price Agreement being formulated to indicate a 6-cent price reduction for the purchase of base rock on the above-mentioned project include a statement as follows:

1. Contractor does not acknowledge that materials rejected in stockpile are not within specifications.

2. That price reduction is improper and contractor reserves right to adequate compensation.

This request was discussed between L. R. Chandler, Division Engineer in Roseburg, and myself and also discussed with the legal personnel of the State Highway Department. It was the feeling of all concerned that the requested statement should not become a part of any Price Agreement.

Mr. Batie was so informed. I advised him that he should approve the Price Agreement as tentatively set up or accept the rejection of these materials as being unsuitable for use upon the Anlauf-Elkhead Road project.

Mr. Batie said that he would take this matter under advisement and consult his legal people. Northing further up to this time has been heard on this matter.

NOTED
LLOYD P. SHAW

F. D. Morgan
Construction Engineer

FDM:fp
cc Lloyd Shaw
L. I. Lindas
L. R. Chandler
H. E. Mayfield

RECEIVED
OCT 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT [illegible] 1963

FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

October 21, 1963

A. W. Parsons, Division Engineer
08-35.2-DB Salem, Oregon

By:

Original signed by
M. E. Martin
Dist. Engineer

M. E. Martin
District Engineer

Oregon Project I-5-3(49)155
Anlauf-Elkhead Road Section
Pacific N.W. Bell Telephone
Company Utility Adjustment

Our memorandum dated March 29, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated April 15, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated September 23, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated October 16, 1963. Reimbursement on an agreed lump sum basis of $393.00 is approved.

Our program memorandum dated February 15, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You were authorised to proceed with actual adjustments for the above-mentioned utility on September 9, 1963. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

original To Young
10-29-63

RECEIVED
OCT 22 1963
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

October 15, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.4-DB

Oregon Project I-5-3(49)155
Anlauf - Elkhead Section
Douglas Electric Cooperative
Utility Adjustment

Our memorandum of September 19, 1963 formally approved the utility agreement submitted to your office by the Douglas Electric Cooperative on the above mentioned project.

This approval referred to the submission to this office with Mr. Young's letter dated June 13, 1963. However, the formal approval neglected to include the revision as described in Mr. Litchfield's letter of July 24, 1963.

The approval of September 19, 1963 for the utility adjustments was to have covered all work under this agreement. This then is your authority to proceed with the subject work. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

[illegible] Signed
M. E. Martin
Dist. Engineer

By: M. E. Martin
District Engineer

RECEIVED
OCT 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
10-18-63

RECEIVED
OCT 18 1963

FOR FILING

6247

L. Shaw

NOTED
LLOYD P. SHAW

CON RSB 10-11-63 123 11 36

F D MORGAN

REFERENCE WARREN-NORTHWEST AND AGGREGATE PRODUCTION FOR ANLAUF-ELKHEAD
AND ELKHEAD-YONCALLA JCT. THIS DATE MR BEATTY OF WARREN NORTHWEST
CALLED AND ASKED IF THEY COULD USE OUR BIG BADXXX BALDY QUARRY. WE
HAVE A BLM LAND USE PEMXXX PERMIT. I ADVISED HIM YES AND THAT HE WOULD
HAVE TO CONFORM TO THE REQUIREMENTS OF THE PERMIT.

L W RULIEN
LF

RECEIVED
OCT 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 10 1963
FOR FILING

October 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering resloping of ditch and refinishing subgrade on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County, Contract No. 6247 in connection with Federal-Aid Project No. I-5-3(49)155.

This work is necessary in the area from station 529 to 555 and 637+50 to 650 where the subgrade is to be lowered under Price Agreement No. 5. This will allow topsoil to be placed and keep a 2:1 slope between the NB and SB lanes as specified in the plans.

This work was verbally recommended for approval by the BPR Area Engineer and the field authorized to proceed September 26, 1963. Your approval of the order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosure

CWT:ia

RECEIVED
SEP 23 1963

FOR FILING

6247

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 19, 1963

Original signed by
M. E. Martin
Dist. Engineer

By:

A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
District Engineer

08-35.2-0

Oregon Project I-5-3(49)155
Anlauf-Elkhead Section
Douglas Electric Cooperative
Utility Adjustment

Our memorandum dated March 29, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated April 15, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated June 4, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated June 13, 1963.

Our program memorandum dated February 15, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective February 14, 1963. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective June 18, 1963 in accordance with our discussion of that date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original To Young
cc Litchfield
9-20-63

NOTED
LLOYD P. SHAW

RECEIVED
SEP 12 1963
FOR FILING

Shaw

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1963

SUBJECT: Report on Whipple or Baldy Mt. Quarry
Anlauf-Elkhead Road Section
Pacific Highway
Contract No. 6247
Warren Northwest, Inc. - Contractor

To: MEMO TO THE FILES

This quarry, from which the contractor is now attempting to crush specification base rock, has a ridge of a more solid material through the center with material on each side of this ridge being a looser and dirtier material. To date the contractor has been able to obtain all the material by use of a dozer. Even the more solid ridge is a seamy rock with quite some quantity of natural fines in the seams. There is quite a quantity of the rock which has a layer coating varying in thickness up to 1/2" which has a soft granular appearance. For the most part the rock is of the same relative nature of other rock in this area, and tests show it is subject to breakdown under traffic into fines which are of silt and greater size.

The contractor has been having difficulty making a product which will pass our sand equivalent test. To determine the cause of this a sample of the material was brought in and sand equivalent test was run on the 100% manufactured fines to determine if there might be some quality in the manufactured fines themselves that would help to cause a low sand equivalent value. The test results show that the crushing process does not produce fines with a low sand equivalent. Sand equivalent value on manufactured fines was 84.2 which, in turn, indicates that the low sand equivalent values are caused by the presence of natural fines.

Therefore, it is my opinion that to obtain a product in specifications it will be necessary for the contractor to eliminate such a quantity of the natural fines as to make the product suitable. The contractor is very concerned about this situation and is making considerable effort to correct it. To date this has not been fully accomplished, probably due to the varied materials in the quarry.

There has been some question by the contractor of testing methods and results pertaining to the field procedures.

NOTED
LLOYD P. SHAW

Field procedures have been checked out and have been found to be correct. However, to check this out further samples have been run in the field and checked by the Central Laboratory. These tests indicate proper control. The solution used in the field tests has been checked against the solution used in the Central Laboratory and the tests show the solutions to be good.

The procedure checking field results as against Central Laboratory results is as follows: the material was wet when procured from the crusher. It was screened out in this wet condition down to the #4 sieve. The material retained on the #4 sieve was then dried, rescreened and rubbed by hand to obtain all passing #4 sieve that was practical. This #4-0 material being in a too wet condition was dried some. The #4-0 material was then re-wetted slightly to a consistency where, when thoroughly mixed, would place it in a condition that a representative sample could be procured.

A sample of this material was taken and the sand equivalent test was performed in the field. The balance of this material was sent to the Central Laboratory where similar sand equivalent tests were performed using both their solutions and solutions from the field -- results were as follows:

Test No.	Field S.E. Results	Central Lab. w/own Solution	Central Lab. w/field Solution
1	28.9)	23.4) Av. 23.3	22.2) Av. 22.5
2	26.4) Av.27.9	23.2)	22.8)
3	28.4)		

From the above results it is apparent that the three field tests are consistent. Also, the Central Laboratory tests are consistent on both their solution and field solution and in close limits on both.

It should be realized that each test is on its own sample and if the samples varied in any respect different answers will be obtained. Therefore, a reproducibility tolerance between one testing unit and another should be considered. The field test results vary some 4-5 points from the Central Lab. Considering these factors, the results are considered to be well within reason. The above test was to make a check on procedure and test results only and was not intended to represent the average material being crushed.

The procedure of the field personnel as been checked as against the outlined procedures to be followed and they appear to be in order.

All data on this project to date indicates that to obtain a suitable product, it is simply a matter of the contractor divising some type of an operation to eliminate natural fines from the final product.

John H Walker

John H. Walker
Field Testing Engineer

JHW:bjm

cc Chandler
Mayfield.

RECEIVED
SEP 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 - 1963

FOR FILING

6247

August 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3, covering pioneering for slide correction on the Anlauf - Elkhead Road Section of the Pacific Highway in Douglas County, Contract No. 6247 in connection with Federal-Aid Project No. I-5-3(49)155.

This work is necessary for slide correction. Detailed explanation is contained in our Assistant Division Engineer's letter, copies of which are attached. The slide excavation will be done under Price Agreement No. 2 at contract bid prices.

This work was verbally recommended for approval by the BPR Area Engineer July 25, 1963, and the Field authorized to proceed as an emergency measure to expedite construction. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:pac

RECEIVED
JUL 19 1963
FOR FILING

6247

Edwards

FORM (PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: F. D. Morgan, Construction Engineer

DATE: July 17, 1963

FROM : A. W. Parsons, Division Engineer
08-35.4-DB
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Sign Revision
Anlauf-Elkhead Road Section
Pacific Highway
Project No. I-5-3(49)155

Approval is hereby granted to revise the dimension of the sign to accommodate the sign legend as per your letter of July 15, 1963.

You should submit a change order covering the additional costs for final approval.

~~Approved~~ Noted
Edwards
Asst. State Hwy. Engr.

Copy to [illegible]
7-19-63

RECEIVED
JUL 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Cop. to [illegible]

RECEIVED
JUL 22 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 16, 1963

08-35.0

A. W. Parsons, Division Engineer
Salem, Oregon

By:
M. E. Martin
District Engineer

Oregon Project I-5-3(49)155
Anlauf-Elkhead Road Section
Yoncalla Telephone Company Utility Adjustment

We hereby approve the plan and estimate, furnished with Mr. Young's July 8, 1963 letter, for the temporary adjustment of the above-mentioned utility's facilities to allow work to start on the extension of the box culvert at Station 510. The work is considered to be included in the agreement approved by this office on June 6, 1963. Reimbursement on an agreed lump sum basis in the amount of $72.75 is approved for the above-mentioned work.

You are authorized to proceed with the actual temporary adjustment effective July 2, 1963 in accordance with our discussion of that date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

RECEIVED
JUL 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
J. Litchfield
7-23-63

RECEIVED
JUL 18 1963

FOR FILING

6247

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 11, 1963

SUBJECT: Signing
Anlauf-Elkhead Rd. Section
Pacific Highway
Contract No. 6247

To: F. D. Morgan
Construction Engineer
BUILDING

Signs No. 8 and 10 on the above mentioned contract should be increased by 18 inches in horizontal dimension. This increase is needed to properly mount the sign message. The necessary revisions in sign size, post spacing, etc., are indicated in red on the attached plan.

Approval for this correction has not been requested.

It is anticipated that the costs involved will be at the price bid for Type 'A' signs and would amount to a total increased contract cost of $117.15.

F. B. Crandall
Traffic Engineer

DRA:sm
Attachment
cc: Tom Edwards

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

RECEIVED
JUL 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 9 - 1963

FOR FILING

6247

July 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Anlauf-Elkhead Road Section
Pacific Highway
Douglas County
Project No. I-5-3(49)155

Dear Sir:

Herewith are the following data covering temporary adjustment of the Yoncalla Telephone Company's facility on the subject project:

1. Two copies of our Field Utilities Liaison Engineer's letter which describes the work and establishes the emergency nature of the work.

2. Two copies of the Company's estimate of cost for the temporary adjustment.

3. Two copies of the sketch prepared by the Company showing the work to be done.

The temporary adjustment is necessary to permit work to start on extension of the box culvert at Station 510. The extension must be completed to avoid delay in grading operations. The conflict with the culvert was noted after approval of the original estimate and before materials for the planned adjustment could be delivered. Verbal authorization to proceed with the temporary work was given by the BPR Area Engineer, July 2, 1963.

The original work was approved with reimbursement in the amount of $966.72 to be made on lump sum basis. It is requested that the emergency, temporary work be formally approved and the amount of $72.75 for the work be added to the original estimate for a lump sum payment of $1,039.47.

Very truly yours,

L. H. Young
Office Engineer

DBP:ra

RECEIVED
JUN 24 1963

FOR FILING

[illegible]

June 24, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering relocating private water lines on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County, Contract No. 6247 in connection with Federal-Aid Project No. I-5-3(49)155.

It is necessary to relocate private water lines to clear for construction at stations 641 to 644, 669 and 690+50 as shown on attached sketches.

This work was verbally recommended for approval by the B.P.R. Area Engineer June 12, 1963. Your approval of the Order to include work done on that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
JUL 1 - 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

June 21, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.0 Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

By: M. E. Martin
Acting Division Engineer

Oregon Project I-5-3(49)155
Anlauf-Elkhead Road Section
Douglas Electric Cooperative Utility Adjustment

Mr. Young's June 13, 1963 letter submitted data in connection with the subject utility adjustment.

We note that your Staff Attorney's April 15, 1963 letter states that the State will reimburse the utility for 13/21sts of the cost of making the adjustments. The estimate submitted by the utility, however, indicates that the State's share is 14/21sts of the total.

An explanation of this discrepancy will be required prior to our taking action on the agreement.

NOTED
LLOYD P. SHAW

original To Young
c Litchfield
7-1-63

RECEIVED
JUN 25 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

June 13, 1963

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

08-35.0

Oregon Project I-5-3(49)155
Anlauf-Elkhead Road Section
Electric Line Adjustment

Mr. Young's June 10, 1963 letter transmitted data covering the adjustment of the private electric line crossing of Gerald and Beulah Johnson. The proposed adjustment consisted of moving two poles outside the access control lines with the crossing of the highway remaining in its present location at Station 668.

It is not desirable to permit service connections, such as in this case, to either remain or be installed over Interstate Highways. Such requests, if approved, would establish an undesirable precedent for any and all similar situations. Within and near urban and suburban areas, the frequency and extent of requests for indiscriminate crossings for utility service connections would be endless. Crossings of Interstate Highways by service connections are not considered to be within the purview of Section 5 of the AASHO Utility Policy.

Service connection crossings of Interstate highways may be considered analogous to requests for roadway connections to private property, whereby public ways are sometimes permitted to cross Interstate highways but private ways are not. However, a private way can lead from a public crossroad or a public frontage road. In the same manner, a private utility service connection can lead from either a crossing of a utility's primary or secondary feeder line or from such a utility line located along a frontage road outside the control of access line or along but outside of the Interstate highway right-of-way.

There may, of course, be extreme cases where a service connection may be justified when there is no alternative, the State is obliged to provide a complete facility, and the crossing is existing. Such may be the case in the proposed subject adjustment. To allow us to consider the proposal, we should be provided with information as to any alternate means for providing electrical service to the barn and chicken houses on the easterly side of the present highway. The construction plans show a power pole on the easterly side at

Original To
Litchfield
c Young
6-27-63

NOTED
LLOYD P. SHAW

station 662 and your Utilities and Railroad Attorney's April 15, 1963 letter to Douglas Electric Cooperative, Inc. mentions a power line crossing in the vicinity of station 663.

We would also appreciate receiving two readable copies of the Final Report on Real Property Negotiations for File No. 19104. The copies submitted with Mr. Young's letter are not completely readable.

RECEIVED
JUN 1 0 1963
FOR FILING
[illegible]
[illegible]

June 10, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Anlauf-Elkhead Road Section
Pacific Highway
Douglas County
Project No. I-5-3(49)155

Dear Sir:

Herewith are the following data covering the adjustment of a private electric line crossing, Gerald and Beulah Johnson, R/W File 19104, necessary to clear for construction of the subject project. The work is to be done by Douglas Electric Co-operative, Inc., in connection with adjusting the Co-operative's facilities.

1. Two copies each of Mr. Litchfield's and Mr. Barnhart's letters which establish the necessity for the work.

2. Two copies of the estimate of cost for making the adjustment.

3. Two copies of the sketch showing work to be done.

4. Two copies of Final Report on Real Property Negotiations which establishes the obligations of the State to make the adjustment.

Your approval of the agreement as evidenced above, inclusion of the work in that to be done by the Co-operative and authorization to proceed with this portion, are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
JUN 25 1963

FOR FILING
I-5-3(49)155
6347

477 Cottage Street, N.E.
Salem, Oregon

June 6, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By:
M. E. Martin
District Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-3(49)155
Anlauf-Elkhead Road Section
Yoncalla Telephone Company Utility Adjustment

Our memorandum dated March 29, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated April 16, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated May 21, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated May 29, 1963. Reimbursement on an agreed lump sum basis of $966.72 is approved.

Our program memorandum dated February 15, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective February 14, 1963. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

SIGNED
LLOYD F. SHAW

RECEIVED
JUN 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R.L. PORTER

Original to [illegible]
copy to filing
6-10-63 [illegible]

RECEIVED
MAY 29 1963
FOR FILING

May 29, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Anlauf-Elkhead Road Section
Pacific Highway
Douglas County
Project No. I-5-3(49)155

Dear Sir:

Herewith are the following data covering adjustment of the Yoncalla Telephone Company's facilities in connection with construction on the subject project:

1. Two copies of the Company's estimate of cost for making the necessary adjustments. Please note the correction in Mr. Barnhart's letter, which reduces the reimbursable portion from 4/5 to 3/4. Approval of reimbursement on lump sum basis is requested.

2. Two copies of reduced size plan sheets on which the adjustments are shown.

This completesthe agreement between the State and Company. Copies of our Staff Attorney's letter which described the conflicts and established the obligation of the State to reimburse the Company for portions of the adjustments were submitted with Mr. Litchfield's letter dated April 18, 1963.

Your approval of the agreement as evidenced above and authorization to proceed with the work under the provisions of PPM 30-3 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

RECEIVED
MAY 22 1963
FOR FILING

9

May 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County, Contract No. 6247 in connection with Federal-Aid Project No. I-5-3(49)155.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

CWT:cr

EIVED
0 1963
OR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible]

6247

April 26, 1963

File No. 34640 - Claxton
Anlauf-Elkhead Road Section
Pacific Highway

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

This will respond to your letter of April 16, 1963 relative to providing support for an after value of $30 per acre, attributed to the remainder of subject property.

I attach hereto a memorandum submitted by our Staff Appraiser, wherein he cites sale in support of his opinion of after value. The original of this memorandum has been placed upon the right of way file.

If this additional data does not satisfy your request, please advise us to that effect.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SM
cc: Forrest Cooper
L. H. Young
C. H. Maison

NOTED
FORREST COOPER

RECEIVED
APR 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 23, 1963

SUBJECT: File No. 34640-Claxton
Inlauf-Elkhead Road Sec.
Pacific Highway
Douglas County

To: Mr. Walter T. Wright
Right of Way Engineer
State Highway Building
Salem, Oregon

In regard to additional sales information concerning the after value of approximately 800 acres of isolated hill pasture, I would like to call to your attention the sale of 281 acres of similar lands, Glen Coon to Weyerhaeuser Timber Co. at $33.00 per acre and the sale Kissling Lumber Co. to Harold Boucock of 319 acres at $31.00 per acre, both recent sales and similar lands.

These parcels are both comparative because they were isolated from any improved property which could use their potential in conjunction with raising livestock.

Sale Coon to Weyerhaeuser was used on this section as one of the comparative sales. Sale Kissling to Boucock was used on Mt. Baldy Lumber Co. appraisal.

Additional breakdown is being prepared if needed.

J. M. Morgan
J. M. MORGAN
Liaison Agent

JMM/cw

RECEIVED
APR 24 1963
RIGHT OF WAY

FORM CD-1 [illegible]
(PRES. BY A.O. 206-10)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 16, 1963

FROM : A. [illegible] Parsons, Division Engineer
08-35.7 Salem, Oregon

SUBJECT: Oregon Project I-5-3(45)151
Anlauf-Yoncalla Junction Section
Parcel 34640-Claxton Property

On November 23, 1962 we authorized right-of-way acquisition on the above mentioned project. Our authorization was predicated on a complete appraisal being made of the Claxton property concerning the proposed extension of the 12'x8' underpass at Station 532+50. Alternate appraisals were required; based upon the assumption that the underpass was to be extended, and based upon the assumption that the underpass was not to be extended. The reason for requiring this appraisal was that the liaison study allowed $16,000 in damages to an 800 acres lying west of the proposed highway improvements. Damages were assessed at $20 per acre to $50 per acre land. The present appraisal made by Mr. J. M. Morgan, dated December 13, 1962, states: "I would damage the 800 acre pasture by $20 per acre due to the fact that there are no improvements for storing hay or other feeds on this side of the highway, necessitating construction of one large barn, which would require considerable leveling, graveling, and road building. The extra cost of labor to operate the ranch, as it is operated by hired help, and the cost of new and now unnecessary improvements would in my opinion justify this reduction. With this second assumption in mind I would place an after value of $83,150 leaving a value of $16,850 for taking and damages."

We request additional information in detail as to how the damage figure of $16,000 was estimated. If sales data is available to justify this figure, this would be the most satisfactory approach. If not, the method of calculating additional costs should be included in the appraisal for review. The costs should be fully broken down.

On completion of the required documents, we request that we be advised in order that we may review the appraisal.

RECEIVED
APR 17 1963
RIGHT OF WAY

RECEIVED
MAY 7 - 1963
FOR FILING

[illegible]
347

477 Cottage Street N. E.
Salem, Oregon

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon

April 25, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project I-5-3(49)155
Anlauf - Elkhead Road Section
Grading, Paving, Structures, and Signing

As requested in Mr. Nash's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of Contract No. 6247 to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of $2,453,817.85 at the April 23, 1963 bid opening.

Mr. Litchfield's April 18, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our March 29, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
APR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
5-7-63

NOTED
LLOYD P. SHAW

RECEIVED
APR 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-3(49)155

6247

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 25, 1963

Warren Northwest, Inc.
P. O. Box 7675
Portland, Oregon

Gentlemen:

The State Highway Commission on April 23, 1963, awarded to you State Highway Contract No. 6247 for the following project:

Grading, paving, structures and signing
on the Anlauf-Elkhead Road Section of
Pacific Highway in Douglas County

This award was based on your low bid of $2,453,817.85 which was submitted to the Commission on April 23, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. C. Savage
I. D. Merchant

RECEIVED
APR 25 1963
FOR FILING
F 5-3(41)
6241

April 23, 1963

Right of Way Status Report
Anlauf-Elkhead Road
Pacific Highway and
Elkhead Road-Yoncalla Junction
Pacific Highway

Mr. [illegible] Parsons, Division Engineer
U. S. Bureau of Public Roads
[illegible] Cottage Street N.E.
Salem, Oregon

Dear Sir:

This will supplement my letter of March 26 relative to right of way status on these projects.

By virtue of filings in condemnation or permits of entry, we are now in possession of the six files which were outstanding at the time of our earlier report.

Subject to the other provisions of our previous letter, all right of way is available for immediate use and occupancy by our contractor.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SH
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas
Ted Boe
A. F. Boster

NOTED
LLOYD P. SHAW

RECEIVED
APR 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 15 1963

FOR FILING

I-5-3(49)155

6247

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 29, 1963

By:

A. W. Parsons, Division Engineer
08-35.2-DB Salem, Oregon

M. E. Martin
District Engineer

Oregon Project I-5-3(49)155
Anlauf-Elkhead Road Section
Grading, paving, structures, signing

P. S. and E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that relocation advisory assistance was not required and all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's March 26, 1963 letter except for three parcels on which negotiations are in progress or condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired, including access rights which may be in court action.

Your March 26, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

The mere showing of the dotted line in the typical sections indicating a future 1-½" asphaltic concrete wearing surface shall not be construed as being an agreement or documentation of project records as to the ultimate pavement structure design which will be eligible for Federal-aid participation.

RECEIVED
APR 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attach.
cc Gifford

NOTED
LLOYD P. SHAW

Lloyd B. Shaw

RECEIVED
APR 2 - 1963
FORM E-123
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-5-3([illegible]),[illegible]

6247

March 26, 1963

Anlauf-Elkhead Road-
Yoncalla Junction
Interchange
April 23, 1963 bid opening

Mr. A. W. Parsons, Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street N.E.
Salem 10, Oregon

COPY

Dear Sir:

All rights of way and access rights have been obtained by option or Permit of Entry except for the following files, all of which are in legal process leading to the filing of condemnation suits:

File No. 34640 - Claxton	$ 50.00
File No. 34871 - Wilson	100.00
File No. 35151 - Balfour	100.00
File No. 34858 - Kingery	1,200.00
File No. 34873 - Johnston	100.00
File No. 34865 - Galdabini	100.00
Total..........	$1,650.00

A full negotiation has been conducted on all of the foregoing files and no purpose could be served by postponing legal action to a later date. All files listed will have been acquired, or a filing made, prior to the date of bid opening.

All lands within the construction area will be available for use and occupancy of a contractor. It should be noted that under the terms of standard or special provisions, the contractor will be expected to remove the following structures:

Station 342+20 North side - Two small sheds
Station 696+45 North side - Barn-type shed
Station 761+10 North side - Garage

On the west side, opposite Station 692, a house will remain during the construction of the project and will be used as an office by our resident engineer. The right of way encroachment will be removed through disposal of the improvement by Property Management upon completion of use by the resident engineer. This reservation will in no way affect the operations of the contractor, nor increase the cost of the project.

Under file No. 34868, we obtained possession of a Union Service Station. This building is still on the ground, but will be disposed of this week with the stipulation that it must be removed from the premises by April 25, 1963. The building sets outside the construction area on this project and a failure to perform according to our anticipated schedule should in no way inconvenience the contractor or add cost to the project.

The only displacement of persons on this project occurred when the tenant was dispossessed from a property which had been under the ownership of the state for several years. This tenant was renting from the state on a month-to-month basis and with the agreement that possession would be surrendered upon thirty-days notice. No relocation assistance was offered by our Property Management Section when the tenancy was terminated.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:sm

cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas
Ted Dec
A. F. Bester

RECEIVED
MAR 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 8 - 1963

FOR FILING

I-5-3(49)

6247

March 25, 1963

Oregon State Game Commission
Post Office Box 4136
Portland 8, Oregon

Re: Anlauf-Elkhead Road Section
Pacific Highway

Gentlemen:

The construction plans for grading, paving, structures, and signing on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County are handed you herewith.

Will you please inspect these plans and, if you have any criticism to make, please advise us in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Enc.

cc Forrest Cooper

March 25, 1963

Fish Commission of Oregon
307 State Office Building
Portland 1, Oregon

Re: Anlauf-Elkhead Road Section
Pacific Highway

Gentlemen:

The construction plans for grading, paving, structures, and signing on the Anlauf-Elkhead Road Section of the Pacific Highway in Douglas County are handed you herewith.

Will you please inspect these plans and, if you have any criticism to make, please advise us in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Enc.

cc Forrest Cooper

FORM E-30 50M 6-61 36661

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

March 21, 1963

SUBJECT: Preliminary Plans

☒ Culverts

☒ Channel Changes

To: Mr. L. P. Shaw
~~Mr. G. S. Paxson~~
Assistant ~~Deputy~~ State Highway Engineer
Salem, Oregon

The following preliminary plans are transmitted herewith for your review with the Fish Commission of Oregon and the Oregon State Game Commission prior to contracting.

Bids are to be received on April 23, 1963

Anlauf - Elkhead Road Section

Pacific Highway Douglas County

Sheet No.	Stream Name	Station	Culvert Size Or Channel Change
2D	Channel Change Typical Sections	Various Loc.	
7	Stream	"E" 3+98	72" CMP Extension
7A & 8	Stream	418+75-441+25	Channel Change
8,9,9A	Stream	451+50-482+10	Channel Change including 84" CMP at Sta. 456+[illegible] 10'x6' Reinf. Conc. Box at Sta. 460+50
9,9A	Stream	459+79	72" CMP Extension

Frank L. Hall
Chief Designer

By: Wm H Sample

I-5-3(46) Elkhead Rd.-Yoncalla Interch. 1963
151 Sec., Pacific Hwy. (Grad., Pav.,
#6248 Struct. & Sign.) [redacted]

RECEIVED
APR 5 1966

FOR FILING

3 (46) 151

6248

April 4, 1966

593

White Brothers Construction Company, Inc.
and R. A. Heintz Construction Company
Post Office Box 1807
Portland 11, Oregon

Gentlemen:

Re: Contract No. 6248
Elkhead Road-Yoncalla Interchange

This will acknowledge receipt of your letter dated March 16, 1966, in which you take exception to the assessment of liquidated damages on the above project, and with which you enclose a claim in the amount of $114,375 on behalf of your subcontractor, Warren Northwest.

With respect to the subcontractor's claim, our records indicate that the final estimate and voucher were mailed to you on May 17, 1965. By your letters of June 11 and June 19, 1965, you objected to the assessment of liquidated damages, and submitted an itemization of your claim for an extension of time without assessment of liquidated damages.

No itemized or other claim based on the matters now presented by your subcontractor was received at any time until receipt of your letter of March 16, 1966. The present claim is not in any way itemized. The supplemental general provisions included within the above contract require that any claims be submitted in writing, itemized, within 90 days following mailing of the final estimate and voucher.

Accordingly, we must decline consideration of your subcontractor's claim, for the reason that it was not submitted within the time or in the manner required by the contract.

With respect to your exception to the assessment of 14 days liquidated damages at $280 per day, totaling $3,920, your previous request for time extension was given careful consideration by the Highway Commission. As you know, their decision was that you should be granted a 7-day time extension. In accordance with that decision, 7 days liquidated damages, totaling $1,960, was refunded to you by post-final estimate in December, 1965.

We are aware of no basis for further consideration of this question, and accordingly the previous decision of the Commission must be regarded as final, as provided in the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

AHJ:ks srb

[illegible]
March [illegible], 1966

Contractor's Claim
[illegible] Interchange
Contract No. [illegible]

Mr. G. H. [illegible]
Chief Counsel
BUILDING

Attention: Al Johnson

Herewith a copy of a March 16, 1966 letter and attachment from White Bros. - [illegible], joint venture contractors on the subject project. This presents a claim in the amount of $114,875 on behalf of a subcontractor, [illegible] Northwest, and also seeks reimbursement of remaining liquidated damages in the amount of $[illegible]. The derivation and basis of the larger claim is meager. The subcontractor's letter says it is "for additional costs incurred in the production of rock materials on the subject contract in the sum of $114,875" and refers to Contract No. 6[illegible] where a claim law suit has been filed by the [illegible] Northwest Company as the prime contractor.

The subject project was completed October 30, 1964. The final estimate voucher was mailed to the contractor [illegible] 17, 19[illegible]. This voucher was returned signed under date of [illegible] and a copy of the contractor's transmittal letter is attached.

The files in the Construction Division, the Commission Secretary's office and the Resident Engineer and Division offices have been reviewed and we can find no notice from the contractor of any claim arising from the rock work prior to the March 16, 1966 letter. It appears, therefore, that the contractor has not complied with the 90 day limitation for submitting claims as set forth on page 10 of the supplemental general provisions (blue pages) which are a part of this contract.

Summarized briefly; the rock crushing operations began in July of 1963 at a private quarry known as the Whipple

913

[illegible]. A copy of [illegible], Inc. [illegible] the claim's [illegible]. Due to the crushing [illegible] from changes the [illegible] site which [illegible] respective [illegible] for this contract. [illegible] the contractor, or perhaps the [illegible] estimating, elected to [illegible] season, the [illegible] long delay. [illegible] from yet another source; the [illegible].

The [illegible] bid and quantities for the such items were as follows:

Item	Contract Quantity	Final Quantity	Increase (+) Decrease (-)
Course mt'l in plant-mix stone subbase	151,100 ton	145,518.30 ton	-3.[illegible]
3/4 -0 mt'l in base	14,[illegible]00 ton	20,[illegible]51.[illegible]5 ton	+4[illegible].71
Plant-mix bituminous base	16,[illegible]00 ton	14,[illegible]74.75 ton	-1[illegible].10
Asphaltic concrete mixture	44,700 ton	45,434.75 ton	+1.64

A request for time extension was presented under date of June 1[illegible], 19[illegible]. A 7 day extension was approved by the Highway Commission at it's December 14, 19[illegible] meeting. A post-final voucher covering a refund of the 7 days liquidated damages in the amount of $1,[illegible] was mailed to the contractor on December 2[illegible], 19[illegible] and was returned signed by the contr after January 1[illegible], 19[illegible] without comment.

This claim has been discussed with Mr. Hinboe who has instructed that a letter of reply be prepared jointly by your department and the Construction Division for his signature. I can discuss this further with you at your convenience.

F. D. [illegible]
Construction Engineer

By

John A. [illegible]
Staff Assistant

JAB:nh

Attachments

cc: L. R. Chandler

3081
MAR 17 66

White Bros. Construction Co., Inc.
and
R. A. Heintz Construction Co.
(*Joint Venture*)

211 N. E. Columbia Blvd. P. O. Box 1807
Portland 11, Oregon

March 16, 1966

REFERRED TO
KLABOE

Mr. Forrest E. Cooper
Chief Engineer
Oregon State Highway Department
Salem, Oregon

cc to Rohde
(both letters)
3-17-66

Subject: Contract No. 6248
Elkhead Road - Yoncalla Interchange

Gentlemen:

Herewith claim presented for the account of Warren Northwest, a Division of Warren Brothers Company, on subject job in the amount of $114,375, which is self-explanatory.

We would also respectfully take exception to your assessment of 14 days liquidated damages at $280 per day, totaling $3,920 and the deduction of this amount from Final Estimate dated December 22, 1965. It is our position that the time required for performance of subject contract was extended due to conditions beyond our control and not due to any fault or neglect of the contractor, and that the time for performance should have been extended beyond the date at which substantial performance is found.

We refer you to our letter of June 19, 1965, directed to you. We also refer you to the enclosed letter of our subcontractor.

Very truly yours,

WHITE BROS. CONSTRUCTION CO., INC.
and
R. A. HEINTZ CONSTRUCTION CO.

By R. A. Heintz

Copy to
[illegible]
3-17

RECEIVED
MAR 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1966
OREGON
STATE HIGHWAY COMMISSION

WARREN Northwest
A DIVISION OF WARREN BROTHERS COMPANY
P. O. BOX 20337 - PORTLAND, OREGON 97220

BRANCHES:
PORTLAND - BEAVERTON - STAFFORD - CANBY
TELEPHONE 255-5670

March 16, 1966

White Bros. Construction Co., Inc.
and
R. A. Heintz Construction Co.
Post Office Box 1807
Portland, Oregon

Re: Oregon State Highway Contract No. 6248
Elkhead Road - Yoncalla Interchange
Pacific Highway Subcontract

Gentlemen:

We request that you transmit claim letter to the State of Oregon on our behalf.

Claim is made for additional costs incurred in the production of rock materials on subject contract in the sum of $114,375.

The rock materials were produced by us at the same relative time and under the same conditions and subject to the same inspection difficulties as rock was produced for the State under our Contract No. 6247 with the State.

We have previously filed claim against the State for additional compensation under Contract No. 6247. The claim was rejected and legal action was instituted and is pending.

The subject claim is bottomed upon the same contentions made in our claim against the State on Contract No. 6247. The State therefore has full knowledge of the basis of our claim. We therefore assume that further detail justifying entitlement is not necessary. If the State finds it so, however, we would refer them to the claim and legal file on Contract No. 6247 for such detail. We also have available for discussion the cost data from which the quantum has been determined.

Additionally, the State has charged liquidated damages of $3,920 (14 days at $280 per day).

You have attempted to offset liquidated damages against our earnings. We object to the assessment of any liquidated damages. The days of delay involved in the production of materials more than offset the days charged by the State of Oregon. These delays were attributable solely to the improper actions of the State and were wholly without any fault or neglect on our part.

We have also examined the request for extension of time which you presented by letter of June 19, 1965, and we join with you in urging that no liquidated damages whatsoever should be charged on this job. We believe it appropriate that you advise the State independently of this letter in this latter regard.

Inasmuch as litigation has already been commenced by us against the State for recovery on our prime contract, we anticipate that the usual informal conference will not be held. We do ask, however, that you immediately transmit this claim to the State.

Very truly yours,

WARREN NORTHWEST

By: K. C. Holt

RECEIVED
MAR 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1966
OREGON
STATE HIGHWAY COMMISSION

MAR 11 1966

I-5-3(46)151

1,247.

March 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
FAP No. I-5-3(46)151

Dear Sir:

Attached is the revised materials certification for Contract No. 6248, Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County, FAP No. I-5-3(46)151.

All other data necessary for your acceptance of the project was submitted to your office November 3, 1965.

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NKG:jb

cc: C. H. Maison
F. D. Morgan
R. N. Chase

RECEIVED
DEC 27 1965

FOR FILING

I-5-3(46)151

6248

December 24, 1965

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

and

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $1,960.00 will be made to White Bros. Construction Company, Inc., and R. A. Heintz Construction Company, on Contract No. 6248 for grading, paving, structures and signing the Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,493,111.72, including the post-final payment. Of the total $17,630.69 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gw

cc: White Bros. Construction Co. Inc.
and R. A. Heintz Construction Co.
P. O. Box 1807
Portland 11, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JAN 13 1966
FOR FILING
I-5-3 (46) 151
6248

December 15, 1965

White Bros. Construction Co., Inc.
and R. A. Heintz Construction Co.
P. O. Box 1697
Portland 11, Oregon

#2

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an increase in the number of specified work-days from 180 to 201 to complete Contract No. 6248 for grading, paving, structures, and signing on the Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission increased the workday allowance on this project to 197 days, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc L. R. Chandler
John Hagedorn
F. D. Morgan
L. H. Young
C. H. Matson
Bureau of Public Roads

FORM E-90 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1965

SUBJECT: Extension of Time
Elkhead Road-Yoncalla Interchange Sec.
Pacific Highway
Contract No. 6248

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Attached is a request from White Bros. Construction Co. Inc. and R. A. Heintz Construction Co., contractors on the subject contract, for an increase in the number of specified workdays from 180 to 201 without the assessment of liquidated damages. This contract is covered by the 1954 Standard Specifications and is on the workday count basis which allows time extensions based on plan changes.

The contractors' request is based on the following: Additional time required to perform pavement overlay work at two locations not on original plans, median design change requiring additional time for paving, an overrun in the 3/4"-0 material, days on which workdays were charged when subgrade on the main roadbed was too wet to accomplish finishing, an overrun in the general excavation, an overrun in the drainage excavation, an overrun in the seeding and mulching, slide correction work adjacent to Pleasant Valley Interchange and additional time required to correct unsatisfactory concrete footings for a sign structure.

The additional overlay work cited by the contractor was added to the contract work. However, the work at Elkhead structure was very minor and was accomplished while major paving under the contract was being done in other locations and hence caused no delay to the contractors' operations. The addition of some 1,100' of paving on a portion of one of the Yoncalla Interchange legs did require some additional time to perform. However, the plant mix bituminous base on this project underran the plan quantities by 2,500 tons or 18.1% and the item for asphaltic concrete mixture overran the plan quantities by only 700 tons or 1.6%. The contractor benefitted from the underrun and it is assumed that this would be an advantage in time, based on the premise that equipment and personnel required to perform the work on these two items were comparable.

The contractors claim that there was a design change on the median area is questionable. However, the plans indicate a gentle slope which could be assumed suitable for machine-laying while the actual slope was 1 1/2 : 1. This constitutes a more difficult paving operation requiring the material to be hand placed and the two workdays requested for this item are justified.

The project records indicate that an overrun of 6,651 cubic yards or 46% did occur in the 3/4"-0 material. This was due to an omission of some shoulder volume. Partially offsetting this was an underrun of 5,200 cubic yards or 3.4% of the coarse base, but these items would not necessarily have equal effect on the contract time. The A.C. paving was done continuously in the seven weeks from August 14, 1964 to October 9 and 3/4"-0 placement on shoulders was done concurrently during this time so there was no apparent delay. Since there was a comparatively large percentage increase in the item, we believe some time increase is justified and believe the time-money relationship would be a fair approach. This overrun amounts to $17,292.60 which is 1.17% of the original contract amount. Applying this percentage to the original specified workdays justifies an extension of two workdays.

The contractors' contention that some of the workdays should not have been charged due to unsuitable grading conditions cannot be considered at this late date. The contract provisions specifically require that protest of workday charges by the contractor must be submitted within ten days following the notification of the charges in order to be considered and no such protests were made during the entire project.

The general excavation on this project did exceed the plan quantities by 12,000 yards or 3.8%, due to slide correction work. However, there was an underrun in both the short and long overhaul of 13.5% and 28.5% respectively on this project which represented a definite advantage to the contractor, and more than offset the overrun from a time-money standpoint.

There was a 1,800 cubic yard (45%) overrun in drainage excavation, but this work occurred in an area that did not interfere with the contractors other operations and consequently did not slow his progress.

The seeding and mulching overran the plan quantities by 12 acres. The subcontractor for this work had completed all of his work prior to the expiration of the allotted workdays with the exception of that required in the median. The median seeding and mulching amounted to slightly over 12 acres and the work was actually accomplished in one day. A one-day extension is therefore justified.

The slide correction work which the contractor refers to in the Pleasant Valley Interchange area is covered in the overrun of general excavation noted above.

The change in concrete footings for a sign did not hamper the completion of the project. The footings referred to were completed while the contractor still had 9 workdays of the original amount specified remaining.

In addition to the information cited above, force account work on this project amounted to $19,543 exclusive of items such as flagging, temporary signing, etc. This is 1.32% of the original contract amount. Applying this percentage against the 180 workdays allotted justifies an additional extension of two workdays.

The contract was completed October 30, 1964 at which time 201 workdays had been charged. This is 21 workdays beyond the amount specified and represents $5,880 in liquidated damages based on the penalty rate of $280 per workday.

The reasons recommended above justify a 7 workday extension. This will reduce the liquidated damages to $3,920.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension may be valid, but would not indicate his concurrence or denial pending a review of the matter when the request is formally submitted.

Rough drafts of letters to the Bureau of Public Roads and Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John A. Bond

John A. Bond
Staff Assistant

DES:rw

Attach.

RECEIVED
OCT 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6248 Contractor White Bros. Construction Co., Inc. & R. A. Heintz Construction Co.

Highway Pacific

Section Elkhead Rd.-Yoncalla Interchange

Kind of Work Grading, Paving, Structures, Signing.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

The increase in contract bid items referred to, are a justifiable reason for an extension of 5 work days. Force account work added to the contract justifies an extension of 2 work days

Recommended for Approval:

Jay B. Boyd
~~ASSISTANT~~ Division Engineer

for
Construction Engineer or ~~Bridge~~ Engineer

F B Klaboe
~~Assistant~~ State Highway Engineer

Contract No. 6248

Project designation I-5-3(46)151
State-Federal

Date awarded April 25, 1963

Work started May 28, 1963

Per cent completed 100% Oct. 30, 1964
Date

No. of Workdays Allowed 180

No. of Workdays Used 201

No. of Added Workdays Requested ~~21~~ 7

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 19, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 201 days, within which to complete our Contract No. 6248, without the assessment of liquidated damages. The said contract is described as follows:

ELKHEAD-ROAD YONCALLA INTERCHANGE - Pacific Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter enclosed ----------------------

Respectfully submitted,
WHITE BROS. CONSTRUCTION CO., INC. and
R. A. HEINTZ CONSTRUCTION CO., A Joint
Venture
Contractor

By J S Budd
J. S. Budd General Superintendent
R. A. HEINTZ CONSTRUCTION CO.

CONSENT OF SURETY

Date June 18, 1965, 19

We, GENERAL INSURANCE COMPANY OF AMERICA and UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By
L. W. Neff Attorney-in-fact
MANSFIELD & CO.
By
Resident Agent

UNITED PACIFIC INSURANCE COMPANY
By
L. W. Neff, Attorney-in-fact
(SEAL)
MANSFIELD & CO.
By
Resident Agent

White Bros. Construction Co., Inc.
and
R. A. Heintz Construction Co.
(Joint Venture)

211 N. E. Columbia Blvd. P. O. Box 1807
Portland 11, Oregon

June 19, 1965

State of Oregon
Highway Department
1523 S. E. Cobb St.
Roseburg, Oregon

Re: Extension of Time
Cont. No. 6248
Elkhead Road-Yoncalla Interchange
Pacific Highway

Attention: J. R. Hagedorn
Resident Engineer

Gentlemen:

As stated by our cover letter of June 11, 1965 which returned signed copies of the Final Estimate for the above captioned contract to the Highway Department Accounting Division in Salem, we enclose five copies of OSHD Form E-320 (Rev.) and request an extension of time to this contract for the following reasons:

1. Elkhead structure Station 711: Pavement overlay on Yoncalla-Elkhead County road not on original plans. Extension of time requested in the amount of
1 Day

2. Yoncalla Interchange pavement overlay on approximately 1100 Feet of YA line not on original plans. Extension of time requested in the amount of
1 Day

3. Design change on median area from Station 928 to 951. This section was changed to a saw tooth medium design requiring three days paving time. Paving time of this area was originally designed for one day's production. Time requested
2 Days

4. 3/4" Base material overran above gross quantities 6,651 Tons with an average daily production of 600 Ton. Additional time requested in the amount of
10 Days

The project was re-opened after the winter shut-down on May 25, 1964. The following is an analysis of the Work Days charged from May 25 thru July 24, 1964:

5. Starting in the spring of 1964, 93% of the excavation was complete. Predominately the main grade finishing was the controlling factor prior to placing the surfacing. Actually, the finishing should have been the controlling factor in charging Work Days. For the first nine weeks of the season we find that a total of 38 of a possible 45 days were charged. In an analysis of day-to-day Foreman's Reports on the type of work done, finishing was an intermittant operation during this period when the men and equipment were working mainly on force account and slide correction. The Contractor is familiar with the Specification in regard to the 10-Day written notice, however, in a re-evaluation of the completion period, we find that approximately 32% of the 38 Days was charged when the sub-grade on the main roadbed was too wet and spongy to accomplish finishing. On this basis the Contractor requests that review be made of this period to allow for additional time in the amount of
12 Days

6. The excavation on this project over-ran 12,749 Cubic Yards
4 Days

7. Drainage excavation over-ran by 1,790 Cubic Yards
4 Days

8. The Seeding over-ran by 12 Acres. The seeding and mulching called for 88 Acres. The Subcontractor spent 32 Days on this job, or an average of 2.7 Days per Acre. On this basis and particularly due to the fact that the seeding was done during the time that liquidated damages were being charged, the Contractor feels that a time allowance should be made of
6 Days

9. Slide correction work in the vicinity of Station 712 to 740; part of this material was used for changing the median strip between Stations 852 to 857. This change was made to beautify the area adjacent to the Pleasant Valley Interchange. The Contractor spent 15 Days on this operation. We request a time allowance on beautification and landscaping in the amount of
6 Days

10. Kindly refer to your letter of Sept. 1, 1965 with regard to unsatisfactory penetration of sign piling. This change was partially performed during the time that liquidated damages were being charged, when the Contractor experienced a 10-day delay in securing the reinforcing steel, forming and pouring of concrete. The Contractor requests a time allowance for this delay of 10 Days

Respectfully submitted,
WHITE BROS. CONSTRUCTION CO., INC.
and R. A. HEINTZ CONSTRUCTION CO.
A Joint Venture

J S Budd

By: J. S. Budd
General Superintendent
R. A. HEINTZ CONSTRUCTION CO.

JSB:gb

cc: 3 to Addressee
1 to White Bros. Const.
1 to Engineering
1 to File

Enclosure

RECEIVED
NOV 9 - 1965

FOR FILING

I5-2(46)151

6248

November 8, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 2
December 14, 1965 Meeting

Gentlemen:

White Bros. Construction Co. Inc. and R. A. Heintz Construction Co., contractors on the Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County, Contract No. 6248, request an increase in the number of specified workdays from 180 to 201.

The contractors' request is based on addition of work not shown on the original plans, overruns in contract items, unsuitable working conditions when workdays were charged, slide correction work, and time required to correct unsatisfactory concrete footings.

The addition of work not included in the original contract was of a minor nature which did not delay the contractors' normal progress. The increase in contract bid items referred to, do present a justifiable reason for an extension in the amount of five workdays. The slide correction work is a duplication of one of the contractors' reasons for an overrun of the bid item and did not delay his normal work. Force account work added to the contract does justify an extension of an additional two workdays.

I recommend that the workdays allowance on this project be increased to 187 which will reduce the liquidated damages from $5,880 to $3,920. This recommendation has been approved by the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

DES:rw bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6248 Contractor White Bros. Construction Co., Inc. & R. A. Heintz Construction Co.

Highway Pacific

Section Elkhead Rd.-Yoncalla Interchange

Kind of Work Grading, Paving, Structures, Signing.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

The increase in contract bid items referred to, are a justifiable reason for an extension of 5 work days. Force account work added to the contract justifies an extension of 2 work days.

Recommended for Approval:

Jay B Boyd
~~ASSISTANT~~ Division Engineer

for
Construction Engineer or Bridge Engineer

H B Klaboe
Assistant State Highway Engineer

Contract No. 6248

Project designation I-5-3(46)151
State-Federal

Date awarded April 25, 1963

Work started May 28, 1963

Per cent completed 100% Oct. 30, 1964
Date

No. of Workdays Allowed 180

No. of Workdays Used 201

No. of Added Workdays Requested ~~21~~ 7

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 17, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 1[illegible] days to [illegible] days, within which to complete our Contract No. [illegible], without the assessment of liquidated damages. The said contract is described as follows:

ELKHEAD-ROAD YONCALLA INTERCHANGE - Pacific Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter enclosed ————————————

Respectfully submitted,

WHITE BROS. CONSTRUCTION CO., INC. and R. A. HEINTZ CONSTRUCTION CO., A Joint Venture

Contractor

By J. S. Budd
J. S. Budd General Superintendent
R. A. HEINTZ CONSTRUCTION CO.

CONSENT OF SURETY

Date June 18, 1965, 19

We, GENERAL INSURANCE COMPANY OF AMERICA and UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By
L. W. Neff
Attorney-in-fact
MANSFIELD & CO.
By
Resident Agent

UNITED PACIFIC INSURANCE COMPANY
By
L. W. Neff, Attorney-in-fact
(SEAL)
MANSFIELD & CO.
By
Resident Agent

White Bros. Construction Co., Inc.
and
R. A. Heintz Construction Co.
(Joint Venture)

211 N. E. Columbia Blvd. P. O. Box 1007

Portland 11, Oregon

June 19, 1965

State of Oregon
Highway Department
1523 S. E. Cobb St.
Roseburg, Oregon

Re: Extension of Time
Cont. No. 6248
Elkhead Road-Yoncalla Interchange
Pacific Highway

Attention: J. R. Hagedorn
Resident Engineer

Gentlemen:

As stated by our cover letter of June 11, 1965 which returned signed copies of the Final Estimate for the above captioned contract to the Highway Department Accounting Division in Salem, we enclose five copies of OSHD Form E-320 (Rev.) and request an extension of time to this contract for the following reasons:

1. Elkhead structure Station 711: Pavement overlay on Yoncalla-Elkhead County road not on original plans. Extension of time requested in the amount of
1 Day

2. Yoncalla Interchange pavement overlay on approximately 1100 Feet of YA line not on original plans. Extension of time requested in the amount of
1 Day

3. Design change on median area from Station 928 to 951. This section was changed to a saw tooth medium design requiring three days paving time. Paving time of this area was originally designed for one day's production. Time requested
2 Days

4. 3/4" Base material overran above gross quantities 6,651 Tons with an average daily production of 600 Ton. Additional time requested in the amount of

10 Days

The project was re-opened after the winter shut-down on May 25, 1964. The following is an analysis of the Work Days charged from May 25 thru July 24, 1964:

5. Starting in the spring of 1964, 93% of the excavation was complete. Predominately the main grade finishing was the controlling factor prior to placing the surfacing. Actually, the finishing should have been the controlling factor in charging Work Days. For the first nine weeks of the season we find that a total of 38 of a possible 45 days were charged. In an analysis of day-to-day Foreman's Reports on the type of work done, finishing was an intermittent operation during this period when the men and equipment were working mainly on force account and slide correction. The Contractor is familiar with the Specification in regard to the 10-Day written notice, however, in a re-evaluation of the completion period, we find that approximately 32% of the 38 Days was charged when the sub-grade on the main roadbed was too wet and spongy to accomplish finishing. On this basis the Contractor requests that review be made of this period to allow for additional time in the amount of

12 Days

6. The excavation on this project over-ran 12,749 Cubic Yards

4 Days

7. Drainage excavation over-ran by 1,790 Cubic Yards

4 Days

8. The Seeding over-ran by 12 Acres. The seeding and mulching called for 88 Acres. The Subcontractor spent 32 Days on this job, or an average of 2.7 Days per Acre. On this basis and particularly due to the fact that the seeding was done during the time that liquidated damages were being charged, the Contractor feels that a time allowance should be made of

6 Days

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6 Days

10. Kindly refer to your letter of Sept. 1, 1965 with regard to unsatisfactory penetration of sign piling. This change was partially performed during the time that liquidated damages were being charged, when the Contractor experienced a 10-day delay in securing the reinforcing steel, forming and pouring of concrete. The Contractor requests a time allowance for this delay of

10 Days

Respectfully submitted,
WHITE BROS. CONSTRUCTION CO., INC.
and R. A. HEINTZ CONSTRUCTION CO.
A Joint Venture

By: J. S. Budd
General Superintendent
R. A. HEINTZ CONSTRUCTION CO.

JSB:gb

cc: 3 to Addressee
1 to White Bros. Const.
1 to Engineering
1 to File

Enclosure

RECEIVED
NOV 4 - 1965
FOR FILING

I-5-3(46)

6248

November 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: Federal-Aid Project
Acceptance

Dear Sir:

Your December 10, 1964 endorsement noted that contract work on Contract No. 6248, Elkhead Road - Yoncalla Interchange Section in Douglas County, Federal-Aid Project No. I-5-3(46)151 was satisfactory. The State Highway Commission authorized acceptance of the contract as of September 22, 1965.

Attached or listed below are data necessary for your acceptance of the project:

Participating work under State Force Order
by State Forces, or others, completed - ______2-23-65.

Contractor's wage certification is dated - ___5-12-65.
Laboratory materials certification submitted - 8-5-65.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Statements of underruns and overruns
Monthly Project Cost Report (H-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

KMR:mm

cc: C. H. Maison
F. D. Morgan
R. H. Chase

RECEIVED
NOV 5 - 1965

FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-(46)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 1, 1965

In reply refer to: 08-35-DB

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(46)151
Elkhead Road-Yoncalla Interchange Section, Pacific Highway
Extension of Time

We have reviewed the circumstances surrounding the subject time extension as presented in Mr. Klaboe's letter of October 19, 1965.

We concur in your recommendation that the number of workdays be increased by seven days.

RECEIVED
NOV 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young - Morgan
By Asst. State Hwy. Engr.
11-5-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 20 1965
FOR FILING

[illegible]

[illegible]

October 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Extension of Time
Elkhead Road-Yoncalla Interchange Section, Pacific
Highway, Contract No. 6248

Dear Sir:

We have received from White Bros. Construction Company, Inc., and R. A. Heintz Construction Company, contractors on the subject project, a request for an increase in the number of specified workdays from 180 to 201.

The contractors' request is based on the following: Additional time required to perform pavement overlay work at two locations not on the original plans, median design change requiring additional time for paving, an overrun in the 3/4"-0 material, days on which workdays were charged when subgrade on the main roadbed was too wet to accomplish finishing, an overrun in the general excavation, an overrun in the drainage excavation, an overrun in the seeding and mulching, slide correction work adjacent to the Pleasant Valley Interchange and additional time required to correct unsatisfactory concrete footings for a sign structure.

The additional overlay work cited by the contractor was added to the contract work. However, the work at the Elkhead structure was very minor and was accomplished while major paving under the contract was being done in other locations and, hence, caused no delay to the contractors' operations. The addition of some 1,100 feet of paving on a portion of one of the Yoncalla Interchange legs did require some additional time to perform. However, the plant mix bituminous base on this project underran the plan quantities by 2,500 tons or 18.1 percent and the item for asphaltic concrete mixture overran the plan quantities by only 700 tons or 1.6 percent. The contractor benefited from the underrun and it is assumed that this would be an advantage in time, based on the premise that equipment and personnel required to perform the work on these two items were comparable.

The contractors' claim that there was a design change on the median area is questionable. However, the plans indicate a gentle slope which could be assumed suitable for machine-laying while the actual slope was 1½:1. This constitutes a more difficult paving operation requiring the material to be hand placed and the two workdays requested for this item are justified.

The project records indicate that an overrun of 6,631 cubic yards or 46 percent did occur in the 3/4"-0 material. This was due to an omission of some shoulder volume. Since there was a comparatively large percentage increase in the item, we believe some time increase is justified and believe the time-money relationship would be a fair approach. This overrun amounts to $17,292.60 which is 1.17 percent of the original contract amount. Applying this percentage to the original specified workdays justifies an extension of two workdays.

The contractors' contention that some of the workdays should not have been charged due to unsuitable grading conditions cannot be considered at this late date. The contract provisions specifically require that protest of workday charges by the contractor must be submitted within ten days following the notification of the charges in order to be considered and no such protests were made during the entire project.

The general excavation on this project did exceed the plan quantities by 12,000 yards or 3.8 percent, due to slide correction work. However, there was an underrun in both the short and long overhaul of 13.5 percent and 28.5 percent respectively on this project which represented a definite advantage to the contractor, and more than offset the overrun from a time-money standpoint.

There was a 1,800 cubic yard (45 percent) overrun in drainage excavation, but this work occurred in an area that did not interfere with the contractors' other operations and, consequently, did not slow his progress.

The seeding and mulching overran the plan quantities by 12 acres. The subcontractor for this work had completed all of his work prior to the expiration of the allotted workdays with the exception of that required in the median. The median seeding and mulching amounted to slightly over 12 acres and the work was actually accomplished in one day. A one-day extension is, therefore, justified.

The slide correction work which the contractor refers to in the Pleasant Valley Interchange area is covered in the overrun of general excavation noted above.

The change in concrete footings for a sign did not hamper the completion of the project. The footings referred to were completed while the contractor still had nine workdays of the original amount specified remaining.

In addition to the information cited above, force account work on this project amounted to $19,543 exclusive of items such as flagging, temporary signing, et cetera. This is 1.32 percent of the original contract amount. Applying this percentage against the 180 workdays allotted justifies an additional extension of two workdays.

The project was completed October 30, 1964, at which time 201 workdays had been charged. The reasons recommended above justify seven additional workdays. It is our recommendation that the number of workdays for this project be increased to 187. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. L. R. Chandler

DES:rw srb

RECEIVED
SEP 23 1965

FOR FILING
I-5-3(46)151

6248

September 22, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 30, 1964, on Contract No. 6248. The contract was with White Bros. Construction Company, Inc. and R. A. Heintz Construction Company and was for grading, paving, structures and signing on the Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend you accept the project.

This will be presented to you at the Commission meeting on September 28.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
JUN 1 1 1965

Form A-106-[illegible]

[illegible]

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date [illegible] M.E. Martin
Div. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name Elkhead Rd.-Yoncalla Interchange Date May 19, 1965

Highway Pacific Contract No. 6248 F. A. Project No. I-5-3(46)151

County Douglas Prefix 610-1084 Account No. 202

Description of Work To Be Done:

Railroad protective costs to be borne by the contractor.

Location by Station Numbers:

908+61

Estimate of Quantities and Costs:

Railroad protective costs, contractor's obligation,
Lump sum = $762.16

Explanation:

As per special provisions, this contract. Page 155. Amount of railroad protective costs to be deducted from payments to be made to contractor.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,759,146.75	
Present estimate of project cost, including $762.16 for work under this order	$1,759,146.75	
Expected under-run over-run (amount)	$85,160.37	
Expected under-run over-run (per cent)	4.8	

Submitted by: /s/ John L. Hagedorn
Resident Engineer

Approval Recommended: /s/ G.L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved: /s/ L.H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

orig to Young 6-10-65

RECEIVED
MAR 24 1965
FOR FILING
6248

March 23, 1965

General Insurance Co. of America
Portland Service Office
209 S.W. 4th Avenue
Portland 4, Oregon

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Semi-final payment on Contract No. 6248 for grading, paving, structures, and signing on Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County will be released to the contractor, White Bros. Construction Company, Inc., and R.A. Heintz Construction Company, after March 30, 1965.

This payment of $13,574.29 reduces the retained percentage to $73,950.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc White Bros. Construction Co., Inc.
and R.A. Heintz Construction Company
P.O. Box 1807
Portland, Oregon

C.H. Maison
Attn: John Herr

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:
WEEK ENDING: March 6, 1965
SECTION: Elkhead Rd.-Yoncalla
SECTION PREFIX: 610-1084
HIGHWAY: Pacific
COUNTY: Douglas
NAME OF JOB: Elkhead Rd.- Yoncalla Inter.
KIND OF WORK: Grading, Paving, Signing & Structures
CONTRACTOR: White Bros. & R.A. Heintz Const.
CONTRACT NUMBER: 6248
FEDERAL AID PROJECT NUMBER: I-5-3(46)151
DATE OF CONTRACT: April 25, 1963
DATE WORK STARTED: May 28, 1963
ESTIMATED COMPLETION DATE: Completed 10-30-64
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS: 180
WORK DAYS USED: 201
PERCENT OF TIME ELAPSED: 111%
PROJECT AUTHORIZATION: $1,759,146.75
ENGINEERING AUTHORIZATION: $125,094.88
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $1,634,051.87
ENGINEERING COST TO DATE: $150,228.44
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,523,486.38
PERCENT OF AUTHORIZATION: 120 %
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.84 %
DATE PROJECT WAS COMPLETED: 10-30-64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.85	3.85		4.85	4.05
MILES PARTIALLY COMPLETED	4.85	3.85		4.85	4.05
MILES COMPLETED	4.85	3.85		4.85	4.05
TOTAL ESTIMATED QUANTITIES (CONTRACT)	437,000	165,000		14,050	47,160
TOTAL QUANTITIES CORRECTED TO DATE	408,844	166,670		11,590	48,100
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	408,844	166,670		11,504	48,037
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			NOTED
MONDAY	O'cast		JOHN R. OAKES
TUESDAY	Fog		
WEDNESDAY	Fog		
THURSDAY	Fair		
FRIDAY	Fair		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final completed and handed in to Division Office Wednesday Mar. 3, 1965.
This is the last weekly report.

JR Hagedorn

SIGNED J.R. Hagedorn

ADDRESS Box 1128, Roseburg.

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
DEC 28 1964
FOR FILING

December 18, 1964

White Bros. Construction Co. Inc. and
M. A. Heintz Construction Co.
211 N.E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

Final inspection has been made by the Bureau of Public Roads and State on the Elkhead Rd.-Yoncalla Interchange Section of the Pacific Highway in Douglas County, Contract No. 6248, FA Project I-5-3(46)151.

The contract work has been completed to the satisfaction of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Asst. State Highway Engineer

cc: F. Cooper
R. Porter
F. D. Morgan
L. H. Young

RECEIVED
OCT 8 - 1964
FOR FILING

6348

477 Cottage Street, N.E.
Salem, Oregon - 97301

September 25, 1964

08-35.4-DB

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon I-5-3(46)151
Elkhead Road-Yoncalla Section
Inspection-in-Depth
Machine Laid Base

Transmitted herewith is Mr. Riedl's Inspection-in-Depth covering the placement of the base aggregate by means of a machine-laid base spreader.

It is recommended that a complete review of the Special Provisions be made following the completion of the placement of the surfacing aggregate to assure that they adequately cover all the items for placing this material.

It is also recommended that the State consider the utilization of this method of placement of aggregate in future projects.

Attachment

original to Young
with attach.
10-8-64

LLOYD P. SHAW

2

RECEIVED
AUG 28 1964
FOR FILING

6248

Approved
by M.E. Martin
Dist Engr
Aug 19, 1964

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Elkhead Rd.-Yoncalla Interch. Date July 31 1964
Highway Pacific Contract No. 6248
County Douglas Prefix 610-1084
Contractor White Bros. Constr. Co., Inc. & R. A. Heintz Constr. Co. F. A. Project No. I-5-3(46)151
Address 211 N.E. Columbia Blvd., Portland 11, Oregon Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate and remove failed surfacing of existing highway.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

Labor	$ 760.00	
Equipment rental	1,840.00	
Total	$2,600.00	NET COST

Maximum equipment rates allowable will be as per A.G.C., State agreement. Percentage allowed contractor will be in accordance with executed contract for the project.

Explanation: (Explain here the conditions which cause this work to be deemed as "extra work")

This order covers the removal of numerous surface failures that are present in the existing pavement. Approximately 4,000 sq.yds. - 6 inches deep, are involved. The work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 1,759,146.75
Present estimate of project cost, including $ 2,600.00 for work under this order	$ 1,759,146.75
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Submitted by: /s/ J. R. Hagedorn
Resident Engineer

Approval Recommended: /s/ F. D.

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. M. Young

original copy To Young
8-27-64

State Printing

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AUG 1 1 1964
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Form [illegible]

STATE COPY

NOTED L. O. P. SHAW

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 3 0 1964 By M. E. Martin
Title Dist. Engr.
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Elkhead Road - Yoncalla Interchange	**Date**	June 24, 1964
Highway	Pacific	**Contract No.**	6248
County	Douglas	**Prefix**	610-1084
Contractor	White Brothers & R. A. Heintz Const. Co.	**F. A. Project No.**	I-5-3(46)151
Address	211 N. E. Columbia Blvd., Portland 11, Oregon	**Order No.**	9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Cleanup grading at S.P.R.R.

Location by station numbers:

908 to 910

Estimate of quantities and cost:

Labor	$100.00
Equipment rental	500.00
Total	$600.00

Maximum equipment rates allowable will be as per A. G. C., State agreement. Percentage allowed contractor will be in accordance with executed contract for the project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work is to clean up waste dirt mt'l. from S.P.R.R. work of installation of culverts in connection with States construction of the railroad overcrossing near Yoncalla Inter. This work is authorized under a S.P.R.R.-State agreement and is covered by S.F.O. However, the cleanup work ties in with other work that the contractor must do in the same area and to have the contractor do the work under this order would be less costly to the State.

The work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,759,146.75
Present estimate of project cost, including $600.00 for work under this order	$1,759,146.75
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. L. Hagedorn
Resident Engineer

Approval Recommended: /s/ F. D. Morgan
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Office Engineer.

State Printing

original copy To Young 8-10-64

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 11, 1964

nal signed By
E. Martin
Engineer

08-35.4-DB

By:

A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
District Engineer

Oregon Project I-5-3(46)151
Elkhead Road-Yoncalla Section

It has been brought to our attention that the Houck Corporation is now in the process of producing aggregate for the Elkhead Road-Yoncalla Section of the Pacific Highway Project I-5-3(46)151.

Since the Houck Corporation have completed their Federal-aid Highway project for which they developed the Cody Long Quarry, and subsequently have engaged in some commercial operation at that site, their present operation of furnishing materials to the subject project is considered to be under our General Counsel's Circular Memorandum relative to off-site operations of materials suppliers.

This Circular Memorandum was explained in some detail in our memorandum of February 11, 1964 under the subject of subcontracting. In essence, official recognition as a subcontractor under Section 1.21 is not a Bureau prerequisite to your receiving copies of payrolls from the suppliers. The enforcement of the labor requirements must be met in the supplying of surfacing aggregate material from the Cody Long Quarry by the Houck Corporation.

RECEIVED
JUL 6 1964

FOR FILING

Form E-263—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

[illegible] JUN 12 [illegible]
M. E. Martin
U.S. [illegible] Public Roads

Project Name Elkhead Rd.-Yoncalla Interchange
Date June 10, 1964
Highway Pacific
Contract No. 6248
County Douglas
Prefix 610-1084
Contractor White Bros. Const. Co., Inc. & R. A. Heintz Const. Co.
F. A. Project No. I-5-3(46)151
Address 211 N.E. Columbia Blvd., Portland 11, Oregon
Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and replace rock inlay.

Location by station numbers:

701+00 to 703+50

Estimate of quantities and cost:

Labor	$ 460.00
Equip. rental	1,570.00
Total	$2,030.00

Maximum equipment rates allowable will be as per A.G.C., State agreement. Percentage allowed contractor will be in accordance with executed contract for the project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Typical section shows that no earthwork would be required, when actually, in order to construct a portion of a rock inlay must be removed. The existing inlay must also be toed-in more satisfactorily because existing shoulder shows signs of heaving. (Work started June 10th)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,759,146.75
Present estimate of project cost, including $2,030.00 for work under this order	$1,759,146.75
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. L. Hagedorn
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer~~ or
Office Engineer.

State Printing

original copy to Young
7-3-64

RECEIVED
JUL 6 1964

FOR FILING

Form E-203—3M

U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

~~Project Name~~ Elkhead Rd.-Yoncalla Interchange
~~Highway~~ Pacific
County Douglas
Contractor White Bros.Co.,Inc. & R.A. Heintz Const. Co.
Address 211 Columbia Blvd., Portland 11, Oregon

Date June 9, 1964
Contract No. 6248
Prefix 610-1084
F. A. Project No. I-5-3(46)151
Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove Slide

Location by station numbers:

"KLB" 714-720

Estimate of quantities and cost:

Labor	$225.00
Equipment	755.00
Total	$980.00

Maximum equipment rates allowable will be as per A.G.C., State agreement. Percentage allowed contractor will be in accordance with executed contract for the project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The slide, for the most part, is lying above an almost undisturbed shaly cut slope. It is intended to dish out the slide without molesting a major portion of the cut slope. The situation does not lend itself to a scraper show and therefore a dozer will be employed to push the slide material onto the lower roadbed. This order covers the dozer work. (Work started June 10th)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,759,146.75
Present estimate of project cost, including $980.00 for work under this order	$1,759,146.75
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. L. Hagedorn
Resident Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~
Assistant State Highway Engineer or
Office Engineer.

State Printing

original copy to Young
7-3-64

APR 27 1964

FORM E-30X—80M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1964

SUBJECT: Spring Box at Elkhead Road
R/W File 19468 (Russell)
Elkhead Road-Yoncalla Section
Pacific Highway

To: W. T. Wright
Right of Way Engineer

BUILDING

We have received another in a series of complaints from Mr. Dan Russell, property owner at Elkhead Road Interchange on this section. When we constructed the present roadway in 1953 and 1954, we installed a spring box and perforated pipe to replace an existing stock water source. We have received a number of complaints on this installation, beginning at the time construction started.

When the Elkhead Road Structure was being widened under the present contract, our contractor partially disrupted the pipes which feed the spring box and renewed the complaints. Because this is now Interstate Freeway, we believe it desirable to reopen negotiations with Mr. Russell for the purpose of eliminating the spring box from our right of way. The perforated pipe must remain in place to drain away what water does accumulate.

It is entirely possible that the weight of our fill has changed the underground conditions so that the spring does deliver less water now than in the past. Measurement of water flow was made in August 1954; the rate of flow at that time was 1.64 gallons per minute, or just about 100 gallons per hour.

A report from our Division Geologist dated April 6, 1964, shows a flow of 30 gallons per hour. The report also shows that 6 wells were checked, all of them between 100 and 130 feet in depth. Of these 6 wells, two had good flow, two were borderline and the other two were dry holes. It would, therefore, be a "touch and go" situation to try to get Mr. Russell to accept a cash settlement and establish his own source of water. Mr. VanCleave recommends an 8" diameter well 130 feet deep or more.

It is recommended that negotiations be reopened to determine what kind of settlement can be made, either by cash payment or by our drilling a well. Please report to this office on the trend of your negotiations.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

CHB:bjm

cc: L. R. Chandler
L. P. Shaw

RECEIVED
APR 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 20 1964
FOR FILING

February 20, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 274, covering the revision of construction identification signs on the Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County, Contract No. 6248 in connection with Federal-Aid Project No. I-5-3(46)151.

This revision is required to conform to standards set up by the Bureau of Public Roads IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $40.00 with Federal participation of $36.00.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

Enc.

RECEIVED
JAN 23 1964

FOR FILING

B-2700

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA 94105

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

6248

January 17, 1964

911/323
O-PD-61-18

ELKHEAD ROAD -
YONCALLA INTERCHANGE SEC.
DOUGLAS COUNTY

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter dated December 12, and subsequent telephone conversation with our representative, concerning installation of a drainage pipe in connection with the Yoncalla Overpass Project No. I-5-3(46)151.

We are informed that the work of installing the drainage pipe was commenced on January 6, 1964, and the work was completed on January 14.

Yours very truly,

H M Williamson

RECEIVED
JAN 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

COPIES TO: L.P. SHAW ✓
L.H. YOUNG
C.H. MAISON
L.R. CHANDLER
JOHN HAGEDORN
P.R. BARNHART
F.D. MORGAN
1-20-64
I

CONSTRUCTION DIVISION
RECEIVED
JAN 20 1964

NOTED
LLOYD P. SHAW

RECEIVED
DEC 20 1963
FOR FILING

FORM [illegible] 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

6248

December 18, 1963

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

Attention: Mr. E. A. Kendrew

RE: Charges for Engineering Inspection
on Communication Line Adjustment
Elkhead Road-Yoncalla Interch. Sec.
Pacific Highway - Douglas County
Project No. I-5-3(46)151
Contract No. 6248
Your File: GMO 85437

Gentlemen:

Attached you will find the original and one copy of your form L-7702 showing the amount of labor, material and equipment used in the adjustment of your communication lines on this project during the month of July, 1963.

We cannot sign these forms as they are now since no State representative was present and the work had not been previously authorized. However, please prepare and submit a complete bill which reflects the completed cost represented by the work detailed on these forms. This bill will then be presented to the Highway Commission for action. If this bill is received by January 24, 1964, it may be presented at our Commission meeting of January 30, 1964.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
Attach.
cc Southern Pacific Co. - San Francisco
R. L. Porter
Lloyd Shaw
C. H. Maison
L. R. Chandler
John Hagedorn
P. R. Barnhart

RECEIVED
DEC [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO

November 26, 1963

G M O 85437

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
DEC 2 1963

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

Attach original and one copy of Form L-7702 showing charges expended by Southern Pacific Co. in connection with State of Oregon's highway construction near Yoncalla. These charges were discussed in your office by Mr. E. A. Kendrew and Mr. W. J. Norby of our engineering department some time ago.

Charges were presented to your Resident Engineer, Mr. J. R. Hagedorn, at Roseburg, who returned same unapproved as work was done before execution of agreement between Oregon State Highway Dept. and Bureau of Public Roads.

These forms are being submitted to your office for approval, as you indicated this would be the procedure to follow in event your resident engineer refused to approve them. Please sign both the original and copy of the form indicating your approval and return both of them to this office for further handling.

Yours truly,

A W Kilborn

REFERRED TO
[illegible]
By Construction Engineer

RECEIVED
STATE HIGHWAY ENGINEER

RECEIVED
NOV 29 1963
OREGON
STATE HIGHWAY COMMISSION

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEE Y REPORT OF LABOR AND ATERIAL USED

Pro ct State Highway Overpass Location Yoncalla 601.56 G.M.O. No. 85437

Gang Signal #3 Report No. 1 Daily ~~or~~ & Week Ending July 28 1962

Sub-Division of Work											
Class of Labor	A23	B24	C25	D26	E27	F28			Hours	Rate	Amount
Lead Signalman	8	8	8	8	8				40	2.7928	
Signalman	16	16	16	16	16				80	2.7288	
Asst. Signalman	8	8	8	8	8				40	2.4528	

Total Labor 160

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
450' 1½" Conduit	New		450'						
Elbows 1½" ✓	✓		3	Each					
Union 1½" ✓	✓		1	✓					
McKeen Breakers	✓		12	✓					
Anchors complete	✓		2	✓					
1½" Cable outlets	✓		2	✓					
10 cond. #14 cable	✓		470	Ft.					
#9 offset Sleeves	✓		24	Each					
#9-14 Sleeves	✓		12	✓					
3/8" Messenger Cable	✓		60	Ft.					
Strain plates	✓		4	Each					
Hooks Guy	✓		4	✓					
Lag Screws ½" × 4½"	✓		4	✓					
Clamps 3 bolt	✓		4	✓					
Poles 20'	✓		2	✓					
#9 Straight Sleeves	✓		12	—					
House trailer ED123	5 days								
Tool Car SPMW 2087	5 ✓								
Line truck 1½ ton	158 - 50 Miles 5 gal gasoline								

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Remove permanent pole line & place
						B temporary Underground pole line
						C account State highway overpass
						D construction.
						E
						F

* Note: Also report locomotive and automobile miles.

Correct W. J. Norby Engineer Inspector
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project State Hwy. Overpass Location Yoncalla MP 601.56 G.M.O. No. 85437

Division Engineer Report No. 3 Daily or Week Ending July 27 1963

Sub-Division of Work	22	23	24	25	26						
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector B.E. Kleinhans @ 565 00/mo.		8	2						10	3.0707	

Total Labor 10 Hrs.

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expenses									
Meals				4.40	1.10				
Motel				5.00					
Private Auto	Mile	.06		194	110				

Total Material

Equipment	Equipment Hours *						Description of Work
	A	B	C	D	E		
						A	
						B	Inspection of Project
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Correct B. E. Kleinhans, Engr. Insp.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project State Hwy. Overpass Location Yoncalla MP 601.56 G.M.O. No. 85437

~~Gang~~ Division Engr. Report No. 1 Daily or Week Ending July 21 1962

Sub-Division of Work	16	17	18	19	20	21					
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector											
B.E. Kleinhans				6	2				8	3.0682	
@ 540 ^{30}/mo.											

Total Labor 8 Hrs.

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expenses									
Meals						2.65	1.15		3.80
Private Auto	Mile	.08				198			15.84
Private Auto	Mile	.07				6	112		8.26
Motel						6.00			6.00

Total Material 33.90

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D Driving & Inspection of Job Site
E Driving - Eugene to Portland
F

* Note: Also report locomotive
and automobile miles.

Correct B.E. Kleinhans, Engr. Insp.
Title S. P. Co.

Approved ______________________
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project State Hwy. Overpass Location Yoncalla MP 601.56 G.M.O. No. 85437

~~Gang~~ Division Engineer Report No. 2 Daily or Week Ending July 13 1963

Sub-Division of Work	8	9	10	11	12	13					
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector B. E. Kleinhans @ 565^{00}/mo.			4	5					9	3.0707	

Total Labor 9 Hrs.

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expenses									
Meals					2.80	1.60			
Private Auto	Mile	.08			60	160			
Private Auto	Mile	.07				14			
Motel					6.00				

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	
B	
C	Inspection of Project
D	✓ ✓ ✓
E	
F	

* Note: Also report locomotive and automobile miles.

Correct B. E. Kleinhans, Engr. Insp.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

RECEIVED
DEC 24 1963

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

5375

December 12, 1963

Southern Pacific Company
65 Market Street
San Francisco, California

Attention: Mr. H. M. Williamson

RE: Installation of 2 6'4" x 4'9" Structural Plate Pipe Arches
Elkhead Rd.-Yoncalla Interch. Section
Pacific Highway
Douglas County
Project No. I-5-3(46)151
Contract No. 6248
Your File: GMO 85437

Gentlemen:

As you know, the above-captioned project requires that two 6'4" x 4'9" structural plate pipe arches be installed under your tracks near the second Yoncalla Overcrossing about 130 feet westerly from our highway Station L" 907+50.

The contract for our project was awarded to White Bros. and R.A. Heintz on April 25, 1963. In your Mr. Kilborn's letter of September 9, 1963, he listed three contractors from which the railroad was to solicit bids. In our letter of September 25, 1963, we authorized you to use the contract method for performing this work.

In a telephone conversation with your Mr. Kennedy of your Portland office today, I find that the bids submitted to the railroad for this work were all rejected as being too high and that your office ordered this work to be done by railroad forces.

We are disturbed by the condition which exists here because there was high water flooding adjecent lands following the last storm in that area. Please expedite your work so that this drainage facility is operating as soon as possible. Damage to surrounding lands could result ~~in~~ from another storm and we would like to prevent this if at all possible.

Your early attention to this matter will be appreciated.

TWL:fp
cc Lloyd Shaw ✓
L. H. Young
C. H. Maison
L. R. Chandler
John Hagedorn
P. R. Barnhart

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc Southern Pacific Co. Portland

RECEIVED
OCT 31 1963
FOR FILING

6917

October 30, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6, covering splicing of steel pile on the Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County, Contract No. 6248 in connection with Federal-Aid Project No. I-5-3(46)151.

This work is necessary to restore steel pile to original length. These pile are State owned and were loaned to the contractor to use as falsework stringers for the Elkhead Road Overcrossing, it was necessary to cut the pile in half for this work.

This work was verbally recommended for approval by the BPR Bridge and Area Engineers, October 21, 1963. Your approval of the Order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

CT:bb

Enc.

RECEIVED
OCT 1 8 1963

FOR FILING

October 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5, covering sacked cement riprap on the Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County, Contract No. 6248 in connection with Federal-Aid Project No. I-5-3(46)151.

In order to prevent sloughing of end fills through openings between the end beams and pile caps of the Elkhead Overcrossing structure widening, it is necessary to fill the openings. The plan is to do this with sacked sand and cement.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DBP:lt
Ens.

RECEIVED
OCT 1 5 1963
FOR FILING

6248

L. Shaw

NOTED
LLOYD F. SHAW

CON RSB 10-11-63 123 11 36

F D MORGAN

REFERENCE WARREN-NORTHWEST AND AGGREGATE PRODUCTION FOR ANLAUF-ELKHEAD AND ELKHEAD-YONCALLA JCT. THIS DATE MR BEATTY OF WARREN NORTHWEST CALLED AND ASKED IF THEY COULD USE OUR BIG BADXXX BALDY QUARRY. WE HAVE A BLM LAND USE PEMXXX PERMIT. I ADVISED HIM YES AND THAT HE WOULD HAVE TO CONFORM TO THE REQUIREMENTS OF THE PERMIT.

L W RULIEN
LF :,.

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OCT 1 [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 1 1963

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 25, 1963

Southern Pacific Company
324 Union Station
Portland 9, Oregon

ATTENTION: Mr. E. A. Kendrew

Re: Emergency Service Contract
Change in Railroad Facilities
Elkhead Rd.-Yoncalla Interch. Section
Pacific Highway - Douglas County
Project No. I-5-3(46)151
Contract No. 6248
YOUR FILE: GMO 85437

Gentlemen:

This is in reply to your letter of September 9, 1963, in which you requested that the work which is to be done by railroad forces on the above-entitled section be contracted to White Bros. Construction Co., Inc., the lowest of three bidders, on an emergency service contract.

Mr. Preston discussed this matter with Mr. Riedl of the Bureau of Public Roads on September 18, 1963, and he saw no objection to this method of handling the work.

Verbal approval was given to your Mr. Norby by our Phil Preston on September 18, 1963.

Formal approval was received this date from the Bureau of Public Roads and you are authorized to proceed with this work as of September 18, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:bjm

cc: Southern Pacific Company
65 Market Street
San Francisco, California
ATTN: Mr. H. M. Williamson

L. P. Shaw
L. H. Young
C. H. Maison
L. R. Chandler
J. R. Hagedorn
P. R. Barnhart

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STATE HIGHWAY ENGINEER

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SEP 27 1963

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 20, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

RE: Emergency Service Contract for
Change in Railroad Facilities
Elkhead Rd.-Yoncalla Interchange Section
Pacific Highway - Douglas County
Project No. I-5-3(46)151
Contract No. 6248
Railroad File: GMO 85437

Dear Sir:

Attached is a copy of a letter from ~~Union~~ Southern Pacific Railroad Company explaining the conditions and requesting the "work to be done by the railroad company" be done by emergency service contract to a private contractor on this section.

Phil Preston and Mr. Riedl discussed this matter on September 18, 1963, and authorization for the railroad to accept the lowest bidder and proceed with the work was received effective September 18, 1963.

Your formal approval of this method of constructing the railroad's portion of the work on this section is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:bjm
Attachment

cc: L. P. Shaw ✓
L. H. Young
C. H. Maison
L. R. Chandler
P. R. Barnhart

RECEIVED
SEP 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

8-8660

PLEASE RETURN TO
LLOYD P. SHAW

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO
GMO 85437

September 9, 1963

Shaw

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

Please refer to your Contract No. 6248, Elkhead Road-Yoncalla Interchange Section Pacific Highway-Douglas County Project No. I-5-3(46)151.

Attached is Portland Division drawing P-17863-D showing changes to railroad facilities that will be necessary due to structural encroachments of highway structures over our tracks at this location. Work to be done by railroad forces consist of filling a 16' trestle and placing 2 each 6'4"x4'9" 40' MP pipe arch.

In order to expedite and coordinate this work to eliminate any delay to your construction schedule it is our proposal to construct physical changes by emergency service contract to private contractors. Propose to solicit bids for this work from following list of contractors who are currently engaged in highway work in this immediate vicinity.

Tom Lillebo Construction Co.
Reedsport, Oregon

Workman Construction Co.
Canby, Oregon

White Bros. Construction Co. Inc.
P. O. Box 376
Walla Walla, Washington

NOTED
LLOYD P. SHAW

All charges incurred for this work will be 100% recollectible from the State of Oregon.

Please advise if this proposal meets with your approval.

Yours truly,

A W Kilborn

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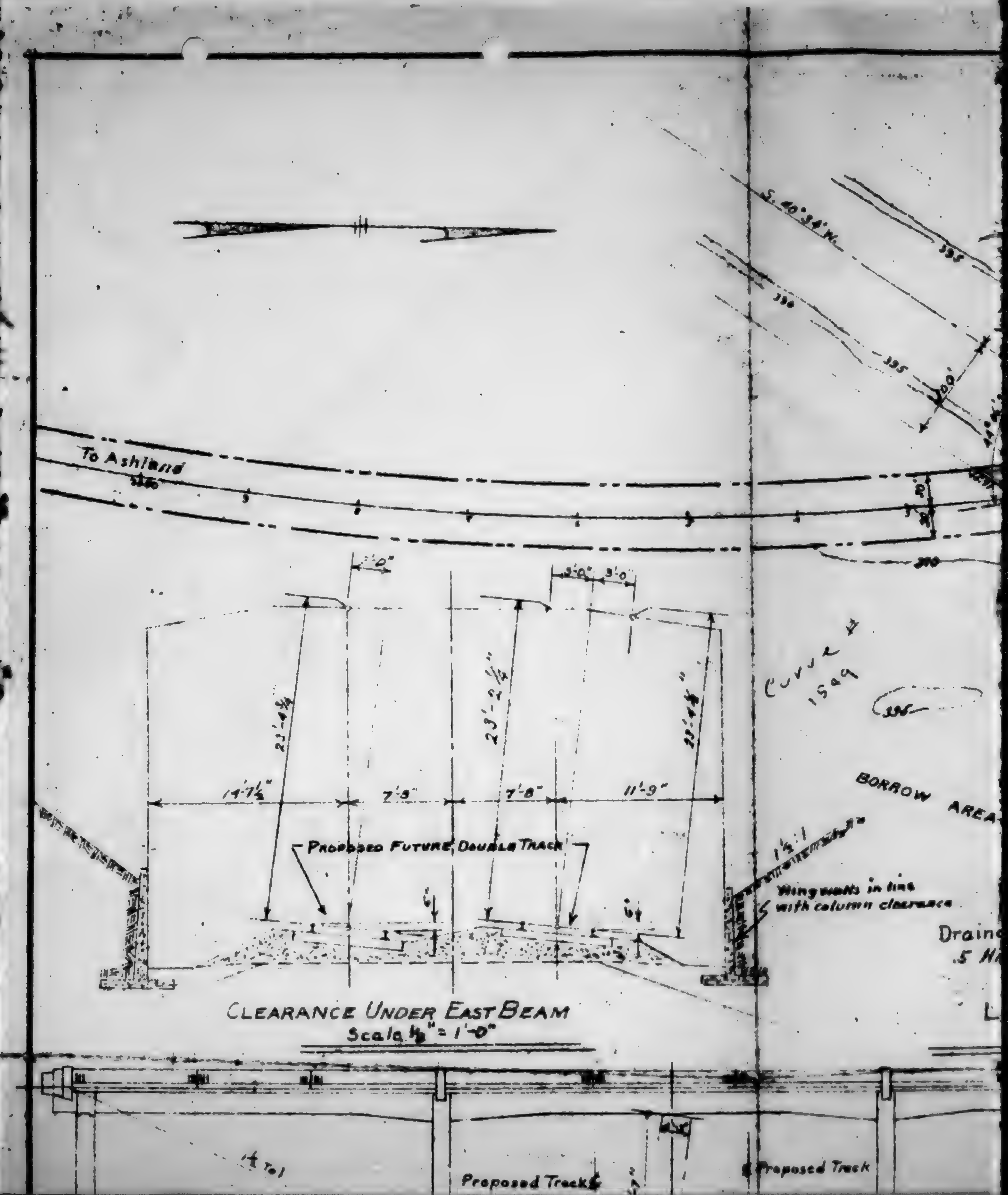
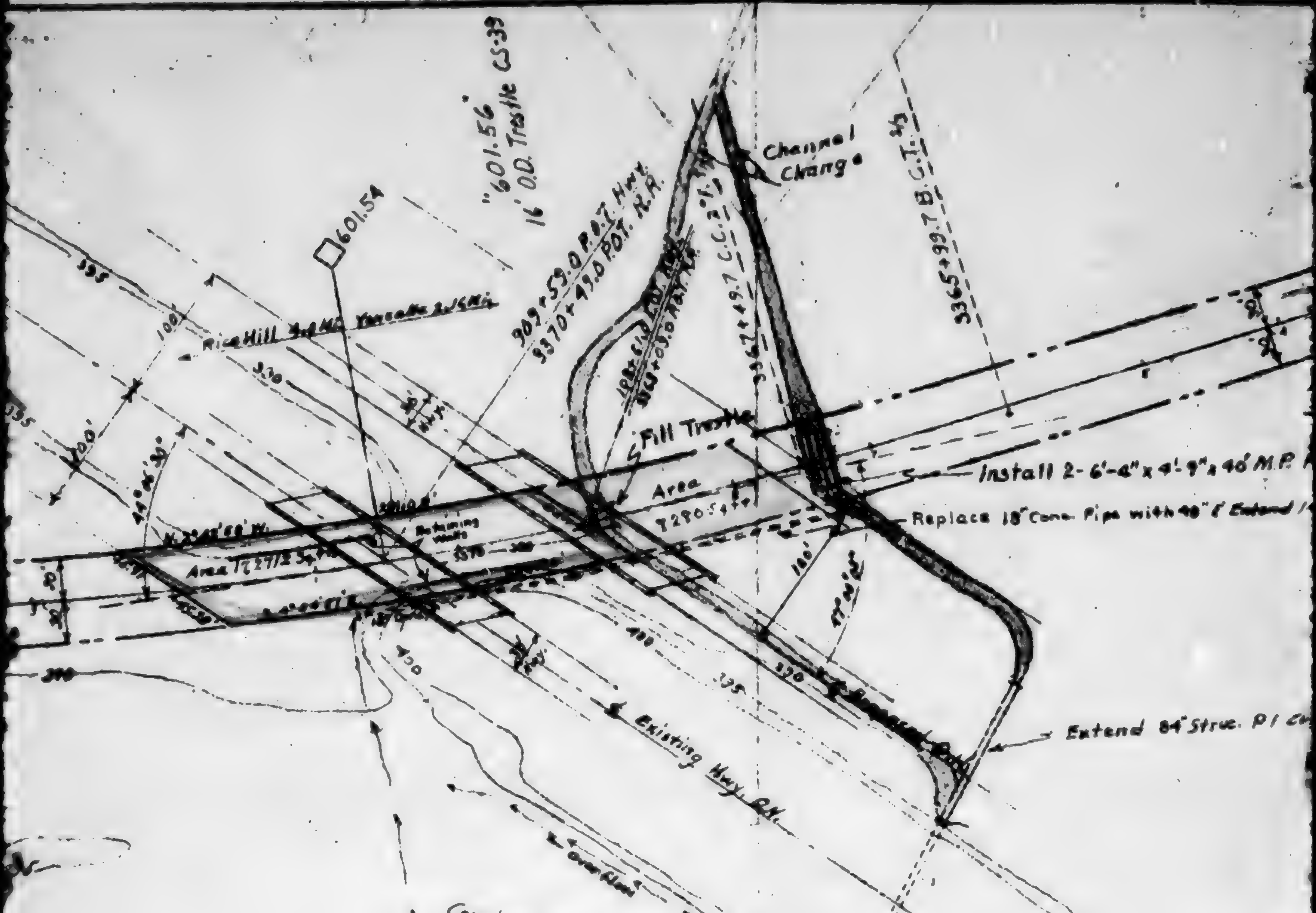
SEP 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 12 1963
OREGON
STATE HIGHWAY COMMISSION

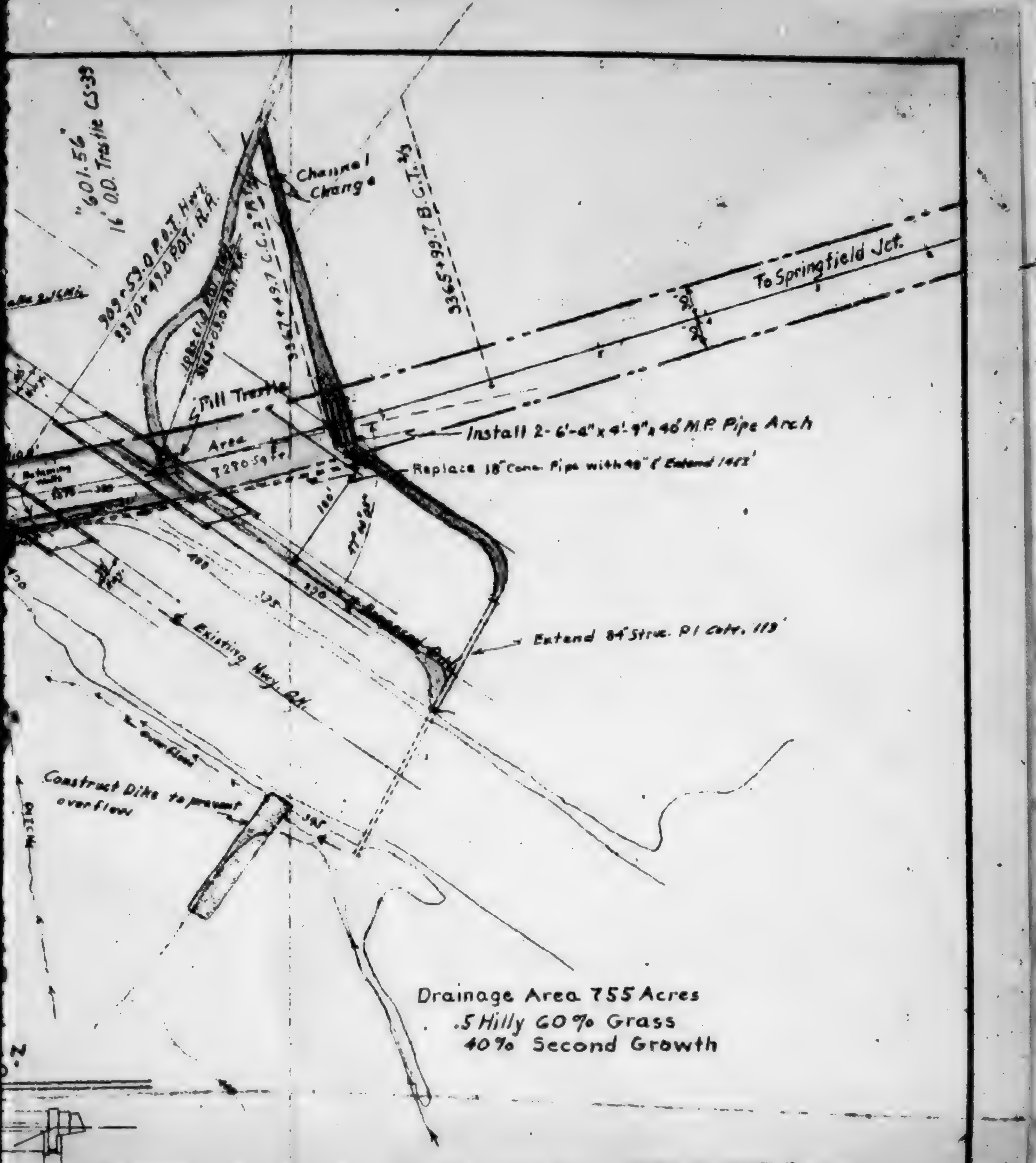


CLEARANCE UNDER EAST BEAM
Scale ⅛" = 1'-0"

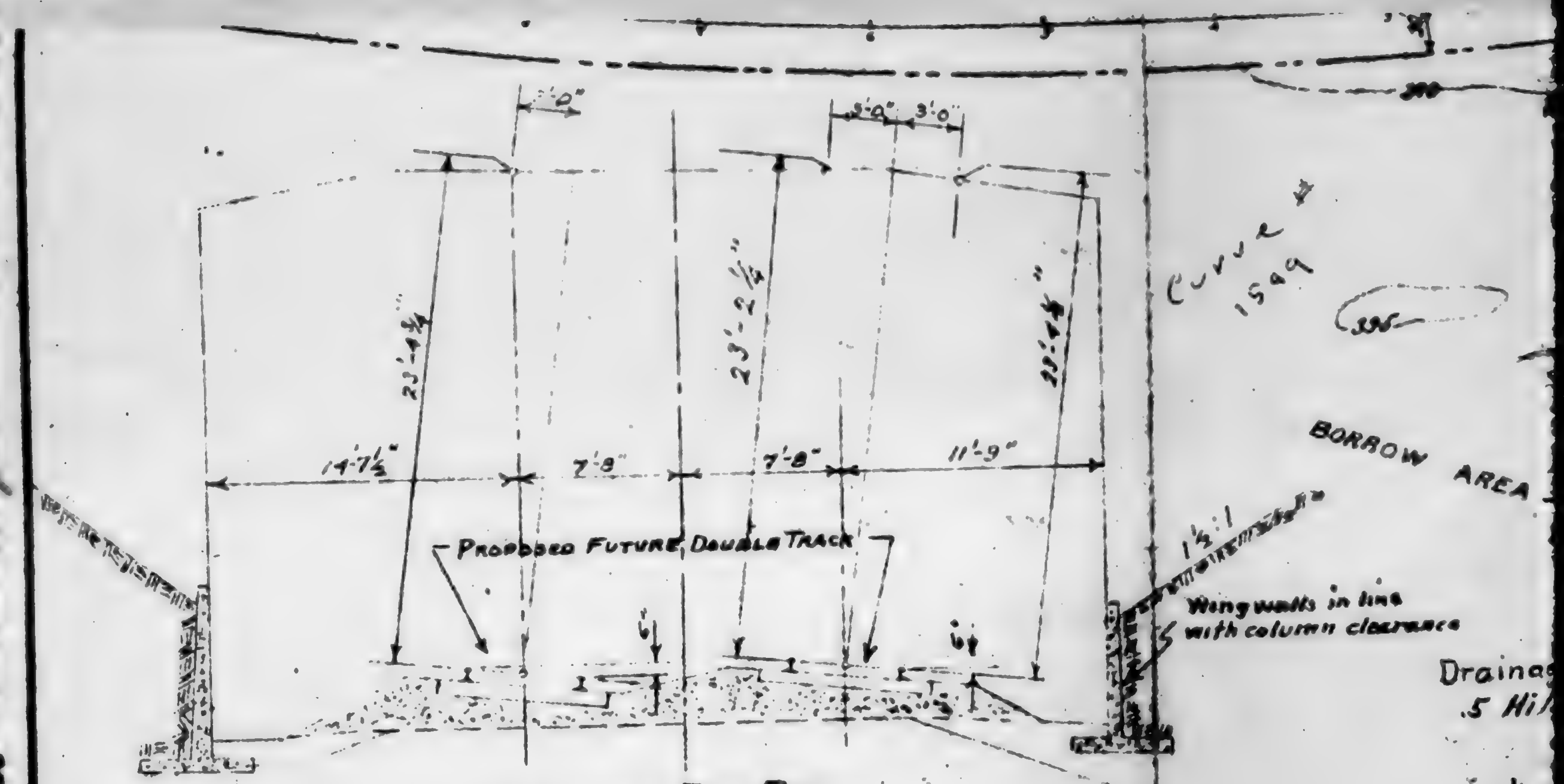


LOCATION PLAN

Scale; 1"=100'

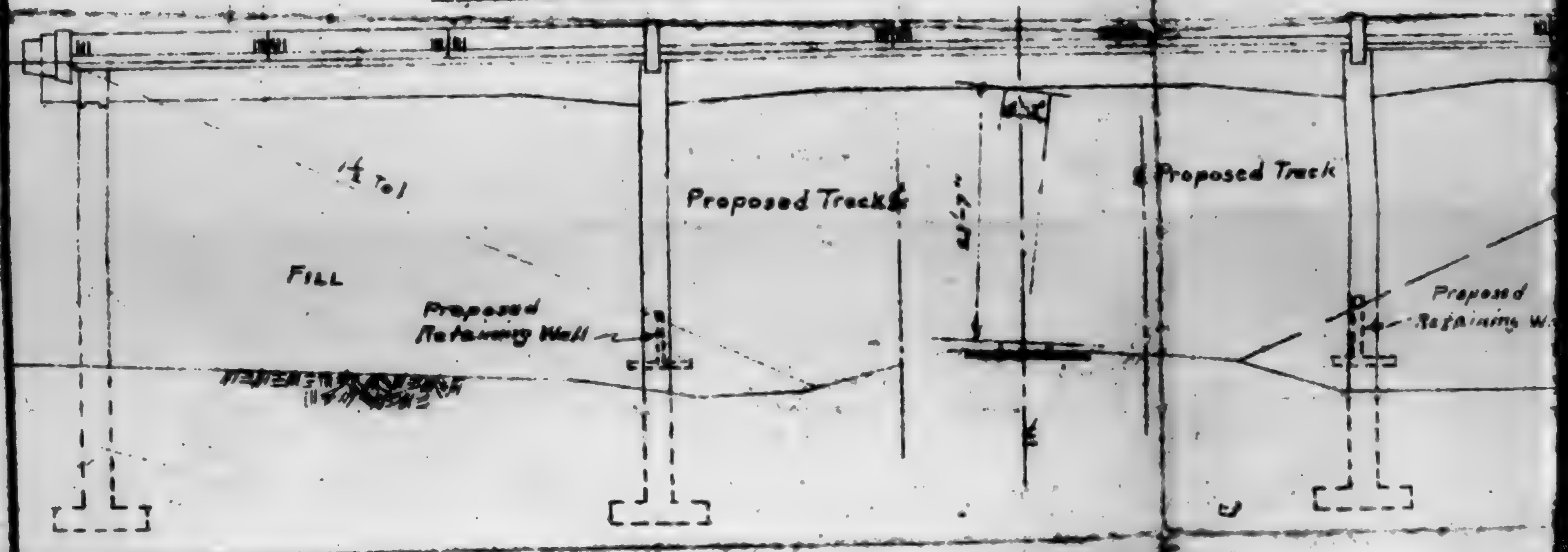


601.56'
16' O.D. Trestle CS-33
909+53.0 P.O.T. Hwy.
3370+49.0 P.O.T. R.R.
3367+49.7 C.C. 2° Rt.
3365+99.7 B.C.T. 4½
Channel Change
To Springfield Jct.
Fill Trestle
Area
7290 Sq. Ft.
Retaining walls
Install 2-6'-4" x 4'-9" x 46' M.P. Pipe Arch
Replace 18" Conc. Pipe with 48" & Extend 145'
100'
400
375
370
Existing Hwy. C/L
Extend 84" Struc. Pl Culv. 119'
Overflow
Construct Dike to prevent overflow
385
Drainage Area 755 Acres
.5 Hilly 60% Grass
40% Second Growth
40'



CLEARANCE UNDER EAST BEAM

Scale 1/8" = 1'-0"



ELEVATION WEST FACE

Scale: 1/16" = 1'-0"

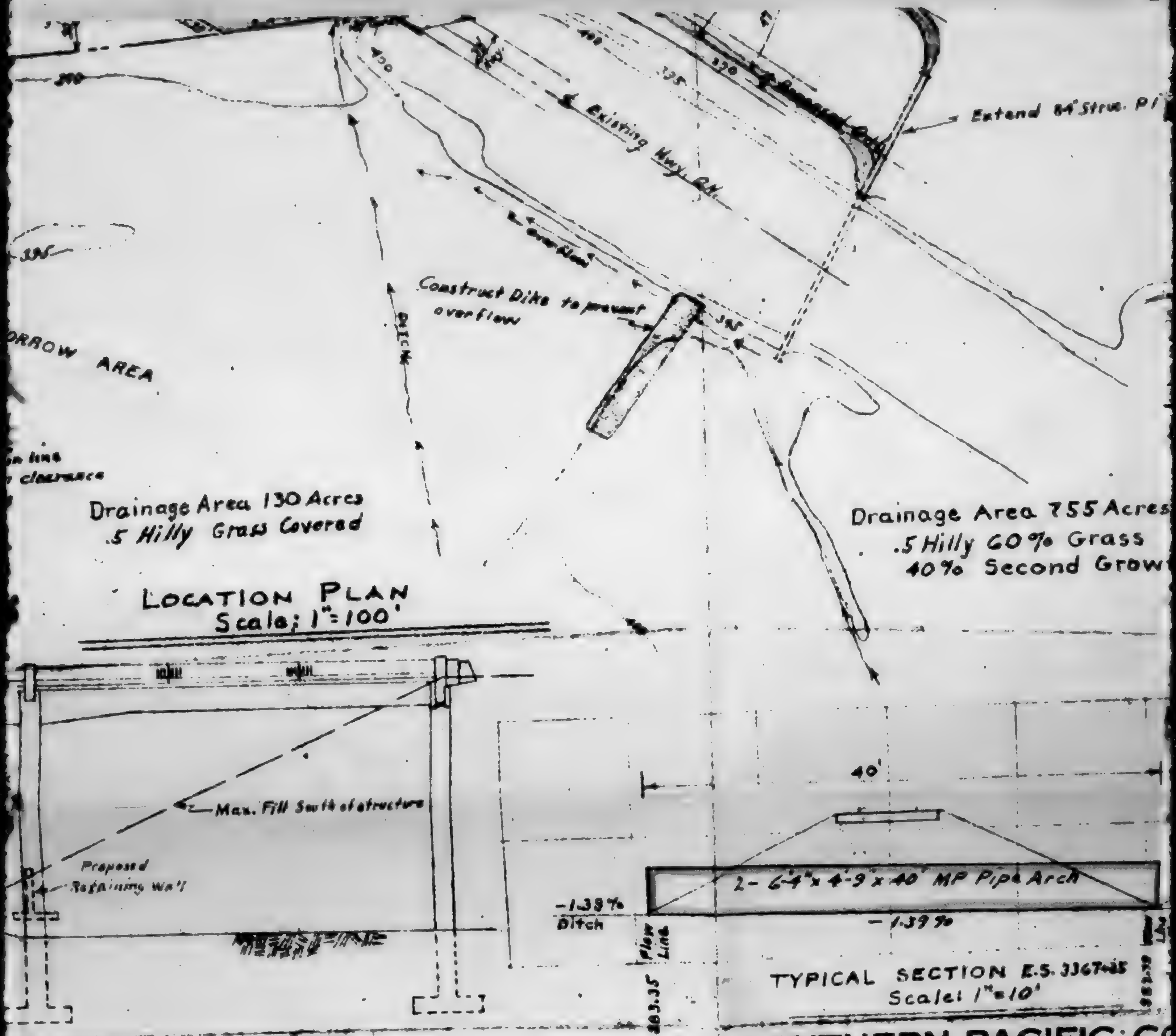
LEGEND

— Yellow shows shift or abandon

▬ Red shows new work

☐ Yellow tint shows easement

▬ Mauve outlines existing easement

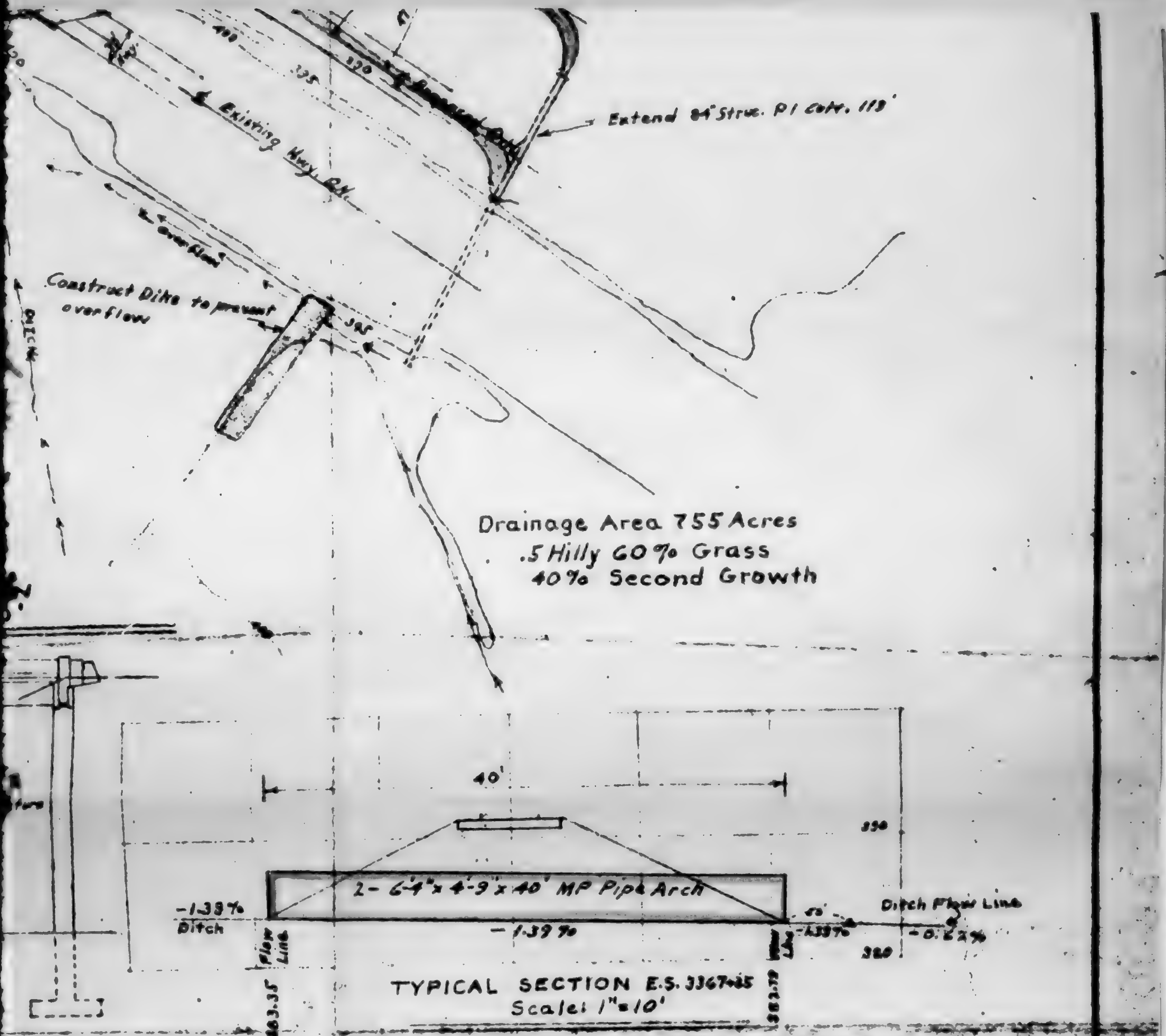


LOCATION PLAN
Scale; 1"=100'

TYPICAL SECTION E.S. 3367+65
Scale: 1"=10'

SOUTHERN PACIFIC CO

PACIFIC LINES
SISKIYOU LINE
M.P 601.54
CONSTRUCT SECOND OVER
SCALE: AS SHOWN J.J.
FORM 30 PD



TYPICAL SECTION E.S. 3367+35
Scale: 1"=10'

SOUTHERN PACIFIC COMPANY

PACIFIC LINES
SISKIYOU LINE

M.P 601.54

CONSTRUCT SECOND OVERHEAD CROSSING

SCALE: AS SHOWN J.J. JAN. 30, 1962
REV. 3-26-62

FORM 30 PD

PORTLAND DIVN.
DRAWING [illegible]
SHEET NO.

DRAWER

()48

Monthly transaction number T-27	For -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 13	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas Project number I-5-3(46)151

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 10, 19 63, is hereby modified as follows:

Revised estimated total cost of project $ 1,700,344.00

Revised Federal funds $ 1,563,000.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6 day of August, 19 63.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P.

ASSISTANT State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons
XXBy: A. W. Parsons
Division Engineer

XXXX

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(46)151

[illegible] SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon July 22, 1963

Type Code 6201
Roadway (Sta. [illegible]+00 to Sta. 951+44.74) (Contract 6248)

Clearing and Grubbing	All	Req.		$ 15,000.00
Remove Existing Bridge	All	Req.		2,000.00
Drainage Excavation, Unclassified	4,500	cu.yds.	$ 4.00	18,000.00
Special Borrow Excavation, Unclassified	74,700	cu.yds.	0.53	39,591.00
General Excavation Unclassified	325,000	cu.yds.	0.53	172,250.00
Embankment Foundation Excavation Unclassified	14,800	cu.yds.	0.53	7,844.00
Extra for Topsoil Material	22,800	cu.yds.	0.90	20,520.00
Short Overhaul	1,580,000	yd.stas.	0.01	15,800.00
Long Overhaul	118,000	C-yd.stas.	0.35	41,300.00
Finishing Roadbed and Slopes	All	Req.		5,000.00
Rounding Cutbanks	3,200	lin.ft.	0.25	800.00
Seeding	44	acres	140.00	6,160.00
Mulching	44	acres	140.00	6,160.00
Grass Seed, Creeping Red Fescue	270	lbs.	1.00	270.00
Grass Seed, Chewings Fescue	270	lbs.	1.00	270.00
Grass Seed, Perennial Ryegrass	620	lbs.	1.00	620.00
Grass Seed, Highland Bentgrass	180	lbs.	1.00	180.00
Inorganic Fertilizer, 17-16-8	175	cwt.	8.50	1,487.50
15-inch Corrugated Metal Pipe	640	lin.ft.	3.75	2,400.00
12-inch Concrete Pipe	140	lin.ft.	3.00	420.00
18-inch Concrete Pipe	1,580	lin.ft.	6.20	9,796.00
24-inch Concrete Pipe	490	lin.ft.	9.00	4,410.00
30-inch Concrete Pipe	260	lin.ft.	12.70	3,302.00
36-inch Concrete Pipe	730	lin.ft.	16.50	12,045.00
12-inch Culvert Pipe	40	lin.ft.	3.00	120.00
15-inch Culvert Pipe	1,060	lin.ft.	4.00	4,240.00
18-inch Culvert Pipe	240	lin.ft.	5.00	1,200.00
36-inch Culvert Pipe	90	lin.ft.	13.50	1,215.00
48-inch Culvert Pipe	350	lin.ft.	20.00	7,000.00
18-inch Corrugated Metal Pipe, Nesting Type	160	lin.ft.	5.00	800.00
8-inch Metal Drain Pipe	110	lin.ft.	3.00	330.00
6-inch Perforated Metal Drain Pipe	1,480	lin.ft.	2.00	2,960.00
8-inch Perforated Metal Drain Pipe	400	lin.ft.	2.00	800.00
Special Backfill in Drains	310	cu.yds.	6.00	1,860.00

Extra for Pipe Under Pavement	160	lin.ft.	$ 10.00	$ 1,600.00
15-inch Culvert End Sections	28	only	37.00	1,036.00
18-inch Culvert End Sections	30	only	47.00	1,410.00
24-inch Culvert End Sections	6	only	64.00	384.00
30-inch Culvert End Sections	2	only	92.00	184.00
36-inch Culvert End Sections	11	only	145.00	1,595.00
12-inch Sewer Pipe	10	lin.ft.	4.00	40.00
84-inch Structural Plate Pipe	120	lin.ft.	48.00	5,760.00
4-inch Coated Steel Pipe, 14 Gage	170	lin.ft.	4.00	680.00
Concrete Inlets, Type D	4	only	150.00	600.00
Concrete Inlets, Type G-1	1	only	160.00	160.00
Concrete Inlets, Type G-2	1	only	170.00	170.00
Concrete Curbs	7	cu.yds.	75.00	525.00
Class "A" Concrete in Box Culverts	210	cu.yds.	60.00	12,600.00
Metal Reinforcement in Box Culverts	38,600	lbs.	0.13	5,018.00
Type 2 Fence	2,010	rods	7.70	15,477.00
Type 3 Fence	170	rods	32.00	5,440.00
Salvage and Reinstall Type 2 Fence	110	rods	6.00	660.00
Salvage and Reinstall Type 3 Fence	40	rods	15.00	600.00
Salvage and Stockpile Guard Rail	7,400	lin.ft.	0.30	2,220.00
Salvage and Reinstall Median Barrier	220	lin.ft.	2.30	506.00
Guard Rail	14,400	lin.ft.	2.50	36,000.00
Median Barrier	7,800	lin.ft.	4.00	31,200.00
Rail End Pieces	50	only	5.00	250.00
Guide Posts, PW-1	260	only	9.00	2,340.00
Guide Posts, PY-2	130	only	10.00	1,300.00
Guide Posts, PY-3	2	only	11.00	22.00
Loose Riprap	22	cu.yds.	10.00	220.00
Coarse Material in Plant-Mix Stone Base	151,000	tons	2.45	369,950.00
3/4"-0 Material in Base	14,000	tons	2.60	36,400.00
Sprinkling	2,280	M-gals.	2.50	5,700.00
3/4"-0 Material in Binder Course	600	cu.yds.	3.00	1,800.00
RC-250 Asphalt	90	tons	47.00	4,230.00
Plant-Mix Bituminous Base	13,400	tons	3.85	51,590.00
Asphalt in Bituminous Base	560	tons	34.00	19,040.00
Asphaltic Concrete Mixture	44,700	tons	3.85	172,095.00
Asphalt in Mixture	2,460	tons	34.00	83,640.00
SS-1 Asphalt	18	tons	54.00	972.00
Illumination and Flashing Beacon Installation Removal	All	Req.		1,000.00
Removal of Existing Sign Installations	All	Req.		50.00
Furnish 8" BP 36# Piling	248	lin.ft.	4.50	1,116.00
Drive Steel Piles	20	only	90.00	1,800.00
Sign Support Footings	All	Req.		700.00
Metal Sign Posts	All	Req.		1,500.00
Wood Sign Posts	All	Req.		1,800.00
Type "A" and "B" Signs in Place	1,632	sq.ft.	7.00	11,424.00
Type "C", "D" and "E" Signs in Place	498	sq.ft.	4.00	1,992.00

Type "E", "F" and "G" Signs in Place	253 sq.ft.	$ 4.00	$ 1,012.00
Type "H" Signs in Place	20 sq.ft.	4.00	80.00
Type "F" Signs in Place	62 sq.ft.	5.00	310.00
			$1,302,348.50

Flagging (57½% of Contractor's Cost)	All Req.	$ 25,000.00
Signing (Temporary)	All Req.	350.00
Adjust Water Lines (Private)	All Req.	1,000.00
Slide Removal	All Req.	10,000.00
Enlarge Irrigation Pond	All Req.	1,000.00
		$ 37,350.00

Utilities

Work by Yoncalla Telephone Co.	All Req.	$ 7,334.00
Work by Douglas Electric Coop.	All Req.	2,432.10
	Subtotal	$1,349,464.60
	10% Engr. & Cont.	134,946.40
	Total	$1,484,411.00

Type Code X721
Elkhead Road O'xing (Br. #7636) (Sta. 710+70 to Sta. 711+70) (Contract 6248)

Remodel Existing Overcrossing	All Req.		$ 8,000.00
Shoring, Cribbing, Etc.	All Req.		6,000.00
Structural Excavation	200 cu.yds.	$ 7.00	1,400.00
Structural Excavation Below Elevation Shown	25 cu.yds.	10.00	250.00
Furnish 10" BP 42# Steel Piling	420 lin.ft.	4.50	1,890.00
Drive Steel Piles	14 only	85.00	1,190.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (215 cu.yds.)	All Req.		17,000.00
Metal Reinforcement (55,600 lbs.)	All Req.		8,000.00
8-inch Metal Drain Pipe	35 cu.yds.	4.00	140.00
			$ 44,030.00

Type Code X721
Pleasant Valley School U'xing (Br. #[illegible]) (Sta. 854+00) (Contract 6248)

Remodel Existing Undercrossing	All Req.		$ 7,000.00
Shoring, Cribbing, Etc.	All Req.		3,500.00
Structural Excavation	60 cu.yds.	$ 7.00	420.00
Structural Excavation Below Elevation Shown	10 cu.yds.	18.00	180.00

Furnish 10" BP 42# Steel Piling	100 lin.ft.	$ 4.50	$ 450.00
Drive Steel Piles	4 only	85.00	340.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (186 cu.yds.)	All Req.		13,000.00
Metal Reinforcement (50,100 lbs.)	All Req.		8,000.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
Preparation of Slopes	100 sq.yds.	2.00	200.00
Concrete Slab Riprap	100 sq.yds.	11.00	1,100.00
			$ 34,630.00

Type Code 1121
Tonnalla S.P. Co. O'xing (Dr. 67640A) (Sta. L6 907+54.50 to Sta. L6 909+64.50)
(Contract 6248)

Shoring, Cribbing, Etc.	All Req.		$ 13,000.00
Structural Excavation	525 cu.yds.	$ 6.50	3,412.50
Structural Excavation Below Elevation Shown	50 cu.yds.	18.00	900.00
Furnish 10" BP 42# Steel Piling	810 lin.ft.	4.50	3,645.00
Drive Steel Piles	18 only	85.00	1,530.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (655 cu.yds.)	All Req.		50,000.00
Metal Reinforcement (198,000 lbs.)	All Req.		25,000.00
8-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
			$ 98,007.50

Utilities

Work by Western Union Telegraph Co.	All Req.	$ 3,878.00
Work by Southern Pacific Co.	All Req.	15,758.00
		$ 19,636.00
	Subtotal	$ 196,303.50
	10% Engr. & Cont.	19,629.50
	Total	$ 215,933.00

Length of Roadway - - - - - - - - - - 4.846 Miles
Length of 4 Structures- - - - - - - - 0.051 Mile
Total Length - - - - - - - - - - - - 4.897 Miles
Cost of Roadway Per Mile- - - - - - $306,316.75

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,484,411.00	$1,365,000.00	$119,411.00
Structures	215,933.00	198,000.00	17,933.00
	$1,700,344.00	$1,563,000.00	$137,344.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

ELKHEAD ROAD-YONCALLA INTERCHANGE SECTION

PROJECT NO. I-5-3(46)152

Estimated cost of work by Western Union Telegraph Company

Labor	$2,769.00	
Material	976.00	
Equipment	304.00	
Misc. Expense	35.00	
Salvage Credit	- 206.00	Cr.
	$3,878.00	

Estimated cost of work by Southern Pacific Company

Item	Labor	Material
Track Work	$ 40.00	$ 22.00
Signal Work	750.00	625.00
Culvert & Trestle Work	3,550.00	5,201.00
Tell-Tales	500.00	250.00
Protect Carrier Circuits	50.00	892.00
Equipment Rental		320.00
Freight		220.00
Material Handling		350.00
Vacation Allowance	245.00	
Holiday Pay	98.00	
Health and Welfare	215.00	
R.R. Ret. & Unempl. Taxes	677.00	
Comp. PD & PL Insurance	248.00	
Accounting and Billing	335.00	394.00
Contingencies	670.00	826.00
	$7,378.00	$9,100.00

	Subtotal	$16,478.00
Salvage Credit		- 720.00 Cr.
	Total	$15,758.00

Estimated cost of work by the Yoncalla Telephone Company

Fully reimbursable

Labor	$2,352.50	
Materials	2,814.51	
Equipment	742.50	
Salvage Credit	- 85.00	Cr.
	$5,814.51	

Estimated cost of work by the [illegible] Telephone Company - contd.

3/7 reimbursable

Labor	$1,349.66	
Material	1,685.00	
Equipment	546.25	
Salvage Credit	- 35.00 Cr.	
	$3,545.91	
State Share 3/7	$1,519.68	
	Total	$7,334.19
	Use	$7,334.00

Estimated cost of work by [illegible] Electric Coop.

Right of Way	$ 42.00
Materials	2,139.26
Labor	2,691.96
Overhead	861.42
Salvage Credit	- 1,681.14 Cr.
	$ 4,053.50
State Share (3/5) (60%)	$ 2,432.10

RECEIVED
JUN 10 1963

Form Approved; Budget Bureau No. 41-R2089 State

MONTHLY TRANSACTION NO. FOR FILING 9	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	TE Oregon
PROJECT REPORT NO. I-5-3(46)151 10 [illegible]		COUNTY Douglas
		PROJECT NO. I-5-3(46)151

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 9.3 mi. S. of Anlauf S. 4.9 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-29-63	4.897
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,697,668.00	$ 1,561,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASST. State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)
L.R. Backlund
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer June 10, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal Aid
Project No. I-5-3(46)151

ELKHEAD ROAD-YONCALLA INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 20, 1963

Type Code 6201
Roadway (Sta. 693+00 to Sta. 951+44.74)(Contract 6248)

Clearing and Grubbing	All	Required		$ 15,000.00
Remove Existing Bridge	All	Required		2,000.00
Drainage Excavation, Unclassified	4,500	cu.yds.	$ 4.00	18,000.00
Special Borrow Excavation, Unclassified	74,700	cu.yds.	0.53	39,591.00
General Excavation Unclassified	325,000	cu.yds.	0.53	172,250.00
Embankment Foundation Excavation, Unclassified	14,800	cu.yds.	0.53	7,844.00
Extra for Topsoil Material	22,800	cu.yds.	0.90	20,520.00
Short Overhaul	1,580,000	yd.stas.	0.01	15,800.00
Long Overhaul	118,000	C-yd.stas.	0.35	41,300.00
Finishing Roadbed and Slopes	All	Required		5,000.00
Rounding Cutbanks	3,200	lin.ft.	0.25	800.00
Seeding	44	acres	140.00	6,160.00
Mulching	44	acres	140.00	6,160.00
Grass Seed, Creeping Red Fescue	270	lbs.	1.00	270.00
Grass Seed, Chewings Fescue	270	lbs.	1.00	270.00
Grass Seed, Perenial Ryegrass	620	lbs.	1.00	620.00
Grass Seed, Highland Bentgrass	180	lbs.	1.00	180.00
Inorganic Fertilizer, 10-16-8	175	cwt.	8.50	1,487.50
15-inch Corrugated Metal Pipe	640	lin.ft.	3.75	2,400.00
12-inch Concrete Pipe	140	lin.ft.	3.00	420.00
18-inch Concrete Pipe	1,580	lin.ft.	6.20	9,796.00
24-inch Concrete Pipe	490	lin.ft.	9.00	4,410.00
30-inch Concrete Pipe	260	lin.ft.	12.70	3,302.00
36-inch Concrete Pipe	730	lin.ft.	16.50	12,045.00
12-inch Culvert Pipe	40	lin.ft.	3.00	120.00
15-inch Culvert Pipe	1,060	lin.ft.	4.00	4,240.00
18-inch Culvert Pipe	240	lin.ft.	5.00	1,200.00
36-inch Culvert Pipe	90	lin.ft.	13.50	1,215.00
48-inch Culvert Pipe	350	lin.ft.	20.00	7,000.00
18-inch Corrugated Metal Pipe, Nesting Type	160	lin.ft.	5.00	800.00
8-inch Metal Drain Pipe	110	lin.ft.	3.00	330.00
6-inch Perforated Metal Drain Pipe	1,480	lin.ft.	2.00	2,960.00
8-inch Perforated Metal Drain Pipe	400	lin.ft.	2.00	800.00
Special Backfill in Drains	310	cu.yds.	6.00	1,860.00
Extra for Pipe Under Pavement	160	lin.ft.	10.00	1,600.00

15-inch Culvert End Sections	28 only	$ 37.00	$ 1,036.00
18-inch Culvert End Sections	30 only	47.00	1,410.00
24-inch Culvert End Sections	6 only	64.00	384.00
30-inch Culvert End Sections	2 only	92.00	184.00
36-inch Culvert End Sections	11 only	145.00	1,595.00
12-inch Sewer Pipe	10 lin.ft.	4.00	40.00
84-inch Structural Plate Pipe	120 lin.ft.	48.00	5,760.00
4-inch Coated Steel Pipe, 14 Gage	170 lin.ft.	4.00	680.00
Concrete Inlets, Type D	4 only	150.00	600.00
Concrete Inlets, Type G-1	1 only	160.00	160.00
Concrete Inlets, Type G-2	1 only	170.00	170.00
Concrete Curbs	7 cu.yds.	75.00	525.00
Class "A" Concrete in Box Culverts	210 cu.yds.	60.00	12,600.00
Metal Reinforcement in Box Culverts	38,600 lbs.	0.13	5,018.00
Type 2 Fence	2,010 rods	7.70	15,477.00
Type 3 Fence	170 rods	32.00	5,440.00
Salvage and Reinstall Type 2 Fence	110 rods	6.00	660.00
Salvage and Reinstall Type 3 Fence	40 rods	15.00	600.00
Salvage and Stockpile Guard Rail	7,400 lin.ft.	0.30	2,220.00
Salvage and Reinstall Median Barrier	220 lin.ft.	2.30	506.00
Guard Rail	14,400 lin.ft.	2.50	36,000.00
Median Barrier	7,800 lin.ft.	4.00	31,200.00
Rail End Pieces	50 only	5.00	250.00
Guide Posts, FW-1	260 only	9.00	2,340.00
Guide Posts, FY-2	130 only	10.00	1,300.00
Guide Posts, FY-3	2 only	11.00	22.00
Loose Riprap	22 cu.yds.	10.00	220.00
Coarse Material in Plant-Mix Stone Base	151,000 tons	2.45	369,950.00
3/4" - 0 Material in Base	14,000 tons	2.60	36,400.00
Sprinkling	2,280 M-gals.	2.50	5,700.00
3/4" - 0 Material in Binder Course	600 cu.yds.	3.00	1,800.00
RC-250 Asphalt	90 tons	47.00	4,230.00
Plant-Mix Bituminous Base	13,400 tons	3.85	51,590.00
Asphalt in Bituminous Base	560 tons	34.00	19,040.00
Asphaltic Concrete Mixture	44,700 tons	3.85	172,095.00
Asphalt in Mixture	2,460 tons	34.00	83,640.00
RS-1 Asphalt	18 tons	54.00	972.00
Illumination and Flashing Beacon Installation Removal	All Required		1,000.00
Removal of Existing Sign Installations	All Required		50.00
Furnish 8" BP 36# Piling	248 lin.ft.	4.50	1,116.00
Drive Steel Piles	20 only	90.00	1,800.00
Sign Support Footings	All Required		700.00
Metal Sign Posts	All Required		1,500.00
Wood Sign Posts	All Required		1,800.00
Type "A" and "B" Signs in Place	1,632 sq.ft.	7.00	11,424.00
Type "C", "D" and "R" Signs in Place	498 sq.ft.	4.00	1,992.00
Type "E", "F" and "G" Signs in Place	253 sq.ft.	4.00	1,012.00

Type "N" Signs in Place	20 sq.ft.	$ 4.00	$ 80.00
Type "P" Signs in Place	62 sq.ft.	5.00	310.00
			$1,302,348.50
Flagging (57½% of Contractor's Cost)	All Required		$ 25,000.00
Signing (Temporary)	All Required		350.00
Adjust Water Lines (Private)	All Required		1,000.00
Slide Removal	All Required		10,000.00
Enlarge Irrigation Pond	All Required		1,000.00
			$ 37,350.00
Utilities			
Work by Yoncalla Telephone Co.	All Required		$ 7,334.00
	Subtotal		$1,347,032.50
	10% Engr. & Cont.		134,702.50
	Total		$1,481,735.00

Type Code X221
Elkhead Road O'xing (Br. #7636)(Sta. 710+70 to Sta. 711+70)(Contract 6248)

Remodel Existing Overcrossing	All Required		$ 8,000.00
Shoring, Cribbing, Etc.	All Required		6,000.00
Structural Excavation	200 cu.yds.	$ 7.00	1,400.00
Structural Excavation Below Elevation Shown	25 cu.yds.	10.00	250.00
Furnish 10" BP 42# Steel Piling	420 lin.ft.	4.50	1,890.00
Drive Steel Piles	14 only	85.00	1,190.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (215 cu.yds.)	All Required		17,000.00
Metal Reinforcement (55,600 lbs.)	All Required		8,000.00
8-inch Metal Drain Pipe	35 cu.yds.	4.00	140.00
			$ 44,030.00

Type Code X721
Pleasant Valley School U'xing (Br. #7639)(Sta. 854+90)(Contract 6248)

Remodel Existing Undercrossing	All Required		$ 7,000.00
Shoring, Cribbing, Etc.	All Required		3,500.00
Structural Excavation	60 cu.yds.	$ 7.00	420.00
Structural Excavation Below Elevation Shown	10 cu.yds.	18.00	180.00
Furnish 10" BP 42# Steel Piling	100 lin.ft.	4.50	450.00
Drive Steel Piles	4 only	85.00	340.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (166 cu.yds.)	All Required		13,000.00

Metal Reinforcement (50,100 lbs.)	All Required		$ 8,000.00
8-inch Metal Drain Pipe	90 lin.ft.	$ 4.00	360.00
Preparation of Slopes	100 sq.yds.	2.00	200.00
Concrete Slab Riprap	100 sq.yds.	11.00	1,100.00
			$ 34,630.00

Type Code X121
Yoncalla S.P. Co. O'xing (Br. #7640A) (Sta. LS 907+54.50 to Sta. LS 909+64.50)
(Contract 6248)

Shoring, Cribbing, Etc.	All Required		$ 13,000.00
Structural Excavation	525 cu.yds.	$ 6.50	3,412.50
Structural Excavation Below Elevation Shown	50 cu.yds.	18.00	900.00
Furnish 10" BP 42# Steel Piling	810 lin.ft.	4.50	3,645.00
Drive Steel Piles	18 only	85.00	1,530.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (655 cu.yds.)	All Required		50,000.00
Metal Reinforcement (198,000 lbs.)	All Required		25,000.00
8-inch Metal Drain Pipe	80 lin.f.t	4.00	320.00
			$ 98,007.50

Utilities

Work by Western Union Telegraph Co.	All Required	$ 3,878.00
Work by Southern Pacific Co.	All Required	15,758.00
		$ 19,636.00

Subtotal	$ 196,303.50
10% Engr. & Cont.	19,629.50
Total	$ 215,933.00

Length of Roadway - - - - - - - - - - - - 4.846 Miles
Length of 4 Structures - - - - - - - - 0.051 Mile
Total Length - - - - - - - - - - - - - - 4.897 Miles
Cost of Roadway Per Mile - - - - - - - $305,764.54

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,481,735.00	$1,363,000.00	$118,735.00
Structures	215,933.00	198,000.00	17,933.00
	$1,697,668.00	$1,561,000.00	$136,668.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

ELKHEAD ROAD-YONCALLA INTERCHANGE SECTION

PROJECT NO. I-5-3(46)151

Estimated cost of work by Western Union Telegraph Company

Labor	$2,769.00
Material	976.00
Equipment	304.00
Misc. Expense	35.00
Salvage Credit	- 206.00 Cr.
	$3,878.00

Estimated cost of work by Southern Pacific Company

Item	Labor	Material	
Track Work	$ 40.00	$ 22.00	
Signal Work	750.00	625.00	
Culvert & Trestle Work	3,550.00	5,201.00	
Tell-Tales	500.00	250.00	
Protect Carrier Circuits	50.00	892.00	
Equipment Rental		320.00	
Freight		220.00	
Material Handling		350.00	
Vacation Allowance	245.00		
Holiday Pay	98.00		
Health and Welfare	215.00		
R.R. Ret. & Unempl. Taxes	677.00		
Comp. PD & PL Insurance	248.00		
Accounting and Billing	335.00	394.00	
Contingencies	670.00	826.00	
	$7,378.00	$9,100.00	
		Subtotal	$16,478.00
Salvage Credit			- 720.00 Cr.
		Total	$15,758.00

Estimated cost of work by the Yoncalla Telephone Company

Fully reimbursable

Labor	$2,352.50
Materials	2,804.81
Equipment	742.50
Salvage Credit	- 85.00 Cr.
	$5,814.51

Estimated cost of work by the Kongalla Telephone Company - contd.

3/7 reimbursable

Labor	$1,349.66	
Material	1,685.00	
Equipment	546.25	
Salvage Credit	- 35.00 Cr.	
	$3,545.91	
State Share 3/7	$1,519.68	
	Total	$7,334.19
	Use	$7,334.00

Oregon State Highway Department

Federal Aid
Project No. I-5-3(46)151

ELKHEAD ROAD-YONCALLA INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 26, 1963

Type Code 6201
Roadway (Sta. 693+00 to Sta. 951+44.74)

Clearing and Grubbing	All	Required		$ 25,000.00
Remove Existing Bridge	All	Required		2,500.00
Drainage Excavation, Unclassified	4,500	cu.yds.	$ 3.00	13,500.00
Special Borrow Excavation, Unclassified	74,700	cu.yds.	0.75	56,025.00
General Excavation, Unclassified	325,000	cu.yds.	0.65	211,250.00
Embankment Foundation Excavation, Unclassified	14,800	cu.yds.	0.85	12,580.00
Extra for Topsoil Material	22,800	cu.yds.	1.00	22,800.00
Short Overhaul	1,580,000	yd.sta.	0.01	15,800.00
Long Overhaul	118,000	C-yd.sta.	0.35	41,300.00
Finishing Roadbed and Slopes	All	Required		6,000.00
Rounding Cutbanks	3,200	lin.ft.	0.20	640.00
Seeding	44	acres	150.00	6,600.00
Mulching	44	acres	175.00	7,700.00
Grass Seed, Creeping Red Fescue	270	lbs.	0.60	162.00
Grass Seed, Chewings Fescue	270	lbs.	0.60	162.00
Grass Seed, Perennial Ryegrass	620	lbs.	0.30	186.00
Grass Seed, Highland Bentgrass	180	lbs.	0.60	108.00
Inorganic Fertilizer, 10-16-8	175	cwt.	6.00	1,050.00
15-inch Corrugated Metal Pipe	640	lin.ft.	3.50	2,240.00
12-inch Concrete Pipe	140	lin.ft.	2.50	350.00
18-inch Concrete Pipe	1,580	lin.ft.	4.50	7,110.00
24-inch Concrete Pipe	490	lin.ft.	6.00	2,940.00
30-inch Concrete Pipe	260	lin.ft.	7.50	1,950.00
36-inch Concrete Pipe	730	lin.ft.	10.00	7,300.00
12-inch Culvert Pipe	40	lin.ft.	2.50	100.00
15-inch Culvert Pipe	1,060	lin.ft.	3.75	3,975.00
18-inch Culvert Pipe	240	lin.ft.	4.50	1,080.00
36-inch Culvert Pipe	90	lin.ft.	10.00	900.00
48-inch Culvert Pipe	350	lin.ft.	18.00	6,300.00
18-inch Corrugated Metal Pipe, Nesting Type	160	lin.ft.	6.50	1,040.00
8-inch Metal Drain Pipe	110	lin.ft.	2.50	275.00
6-inch Perforated Metal Drain Pipe	1,480	lin.ft.	2.00	2,960.00
8-inch Perforated Metal Drain Pipe	400	lin.ft.	2.50	1,000.00
Special Backfill in Drains	310	cu.yds.	6.00	1,860.00
Extra for Pipe under Pavement	160	lin.ft.	4.00	640.00

15-inch Culvert End Sections	28	only	$ 40.00	$ 1,120.00
18-inch Culvert End Sections	30	only	50.00	1,500.00
24-inch Culvert End Sections	6	only	65.00	390.00
30-inch Culvert End Sections	2	only	100.00	200.00
36-inch Culvert End Sections	11	only	140.00	1,540.00
12-inch Sewer Pipe	10	lin.ft.	3.50	35.00
84-inch Structural Plate Pipe	120	lin.ft.	50.00	6,000.00
4-inch Coated Steel Pipe, 14 gage	170	lin.ft.	3.50	595.00
Concrete Inlets, Type D	4	only	110.00	440.00
Concrete Inlets, Type G-1	1	only	120.00	120.00
Concrete Inlets, Type G-2	1	only	130.00	130.00
Concrete Curbs	7	cu.yds.	50.00	350.00
Class "A" Concrete in Box Culverts	210	cu.yds.	65.00	13,650.00
Metal Reinforcement in Box Culverts	38,600	lbs.	0.14	5,404.00
Type 2 Fence	2,010	rods	6.50	13,065.00
Type 3 Fence	170	rods	20.00	3,400.00
Salvage and Reinstall Type 2 Fence	110	rods	4.00	440.00
Salvage and Reinstall Type 3 Fence	40	rods	12.00	480.00
Salvage and Stockpile Guard Rail	7,400	lin.ft.	1.50	11,100.00
Salvage and Reinstall Median Barrier	220	lin.ft.	2.00	440.00
Guard Rail	14,400	lin.ft.	2.50	36,000.00
Median Barrier	7,800	lin.ft.	3.75	29,250.00
Rail End Pieces	50	only	5.00	250.00
Guide Posts, FW-1	260	only	7.50	1,950.00
Guide Posts, FY-2	130	only	8.50	1,105.00
Guide Posts, FY-3	2	only	10.00	20.00
Loose Riprap	22	cu.yds.	4.00	88.00
Coarse Material in Plant-Mix Stone Base	151,000	tons	2.50	377,500.00
3/4" - 0 Material in Base	14,000	tons	2.05	28,700.00
Sprinkling	2,280	M-gal.	2.50	5,700.00
3/4" - 0 Material in Binder Course	600	cu.yds.	4.50	2,700.00
RC-250 Asphalt	90	tons	45.00	4,050.00
Plant-Mix Bituminous Base	13,400	tons	4.25	56,950.00
Asphalt in Bituminous Base	560	tons	35.00	19,600.00
Asphaltic Concrete Mixture	44,700	tons	4.50	201,150.00
Asphalt in Mixture	2,460	tons	35.00	86,100.00
RS-1 Asphalt	18	tons	60.00	1,080.00
Illumination and Flashing Beacon Installation Removal	All	Required		1,000.00
Removal of Existing Sign Installations	All	Required		200.00
Furnish 8" BP 36# Piling	248	lin.ft.	5.50	1,364.00
Drive Steel Piles	20	only	80.00	1,600.00
Sign Support Footings	All	Required		470.00
Metal Sign Posts	All	Required		1,420.00
Wood Sign Posts	All	Required		1,740.00
Type "A" and "B" Signs in Place	1,632	sq.ft.	7.00	11,424.00
Type "C", "D" and "R" Signs in Place	498	sq.ft.	3.75	1,867.50
Type "E", "F" and "G" Signs in Place	253	sq.ft.	4.00	1,012.00

Type "H" Signs in Place	20 sq.ft.	$ 4.00	$ 80.00
Type "P" Signs in Place	62 sq.ft.	4.50	279.00
			$1,400,431.50

Flagging (57½% of Contractor's Cost)	All Required	$ 25,000.00
Signing (Temporary)	All Required	350.00
Adjust Water Lines (Private)	All Required	1,000.00
Slide Removal	All Required	10,000.00
Enlarge Irrigation Pond	All Required	1,000.00
		$ 37,350.00

Utilities

Work by Yoncalla Telephone Co.	All Required	$ 9,000.00
	Subtotal	$1,446,781.50
	10% Engr. & Cont.	144,677.50
	Total	$1,591,459.00

Type Code X221
Elkhead Road O'xing (Br. #7636)(Sta. 710+70 to Sta. 711+70)

Remodel Existing Overcrossing	All Required		$ 4,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	200 cu.yds.	$ 10.00	2,000.00
Structural Excavation Below Elevation Shown	25 cu.yds.	10.00	250.00
Furnish 10" BP 42# Steel Piling	420 lin.ft.	5.00	2,100.00
Drive Steel Piles	14 only	60.00	840.00
Splice Steel Piles	4 only	50.00	200.00
Class "A" Concrete (215 cu.yds. $80.00)	All Required		17,200.00
Metal Reinforcement (55,600 lbs. $0.14)	All Required		7,784.00
8-inch Metal Drain Pipe	35 cu.yds.	4.00	140.00
			$ 36,514.00

Type Code X721
Pleasant Valley School U'xing (Br. #7639)(Sta. 854+90)

Remodel Existing Undercrossing	All Required		$ 3,000.00
Shoring, Cribbing, etc.	All Required		1,000.00
Structural Excavation	60 cu.yds.	$ 10.00	600.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish 10" BP 42# Steel Piling	100 lin.ft.	6.00	600.00
Drive Steel Piles	4 only	200.00	800.00

Splice Steel Piles	2 only	$ 50.00	$ 100.00
Class "A" Concrete (166 cu.yds. $75.00)	All Required		12,450.00
Metal Reinforcement (50,100 lbs. $0.14)	All Required		7,014.00
8-inch Metal Drain Pipe	90 lin.ft.	4.00	360.00
Preparation of Slopes	100 sq.yds.	1.50	150.00
Concrete Slab Riprap	100 sq.yds.	7.00	700.00
			$ 26,874.00

Type Code X121
Yoncalla S.P. Co. O'xing (Br. #7640A) (Sta. LS 907+54.50 to Sta. LS 909+64.50)

Shoring, Cribbing, etc.	All Required		$ 8,000.00
Structural Excavation	525 cu.yds.	$ 6.00	3,150.00
Structural Excavation Below Elevation Shown	50 cu.yds.	12.00	600.00
Furnish 10" BP 42# Steel Piling	810 lin.ft.	5.00	4,050.00
Drive Steel Piles	18 only	65.00	1,170.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (655 cu.yds. $75.00)	All Required		49,125.00
Metal Reinforcement (198,000 lbs. $0.13)	All Required		25,740.00
8-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
			$ 92,355.00

Utilities

Work by Western Union Telegraph Co.	All Required	$ 3,878.00
Work by Southern Pacific Co.	All Required	15,758.00
		$ 19,636.00
	Subtotal	$ 175,379.00
	10% Engr. & Cont.	17,537.00
	Total	$ 192,916.00

Length of Roadway	4.846 Miles
Length of 4 Structures.	0.051 Mile
Total Length	4.897 Miles
Cost of Roadway Per Mile.	$328,406.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,591,459.00	$1,464,000.00	$ 127,459.00
Structures	192,916.00	177,000.00	15,916.00
	$1,784,375.00	$1,641,000.00	$ 143,375.00

ELKHEAD ROAD-YONCALLA INTERCHANGE SECTION

PROJECT NO. I-5-3(46)151

Estimated cost of work by Western Union Telegraph Company

Labor	$ 2,769.00
Material.	976.00
Equipment	304.00
Misc. Expense	35.00
Salvage Credit.	-206.00 Credit
	$ 3,878.00

Estimated Cost of work by Southern Pacific Company

Item	Labor	Material
Track Work	$ 40.00	$ 22.00
Signal Work	750.00	625.00
Culvert and Trestle Work .	3,550.00	5,201.00
Tell-Tales	500.00	250.00
Protect Carrier Circuits .	50.00	892.00
Equipment Rental		320.00
Freight.		220.00
Material Handling.		350.00
Vacation Allowance	245.00	
Holiday Pay.	98.00	
Health and Welfare	215.00	
R.R. Ret. and Unemployment Taxes	677.00	
Comp. PD & PL Ins.	248.00	
Accounting and Billing . .	335.00	394.00
Contingencies	670.00	826.00
	$7,378.00	$ 9,100.00

	Subtotal	$16,478.00
Salvage Credit		-720.00 Credit
	Total	$15,758.00

RECEIVED
JUL 25 1963

FORM E-30X—50M—10-62 46823

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1963

SUBJECT: **Elkhead Road-Yoncalla**
Pacific Highway
Contract No: 6248

To: **MEMO TO THE FILES**

J. F. Putnam and G. L. Decker attended a meeting in the office of Marvin Martin, BPR, on July 11, 1963. Purpose of meeting was to determine status of Warren Northwest, Inc. as a commercial supplier of aggregates. With this determined, their proposed supplying of aggregates for White Bros. & R. A. Heintz on the subject project would not be considered as a subcontract.

The contractor's representatives at the meeting contended they were indeed commercial suppliers in the Portland area. The attached brochure and copies of newspaper and yellow page advertisements were to be forwarded as substantiation and documentation of this contention. This evidence should be retained in the files.

G. L. Decker

G. L. Decker
Ass't Construction Engineer

GLD:db

Attach.

cc: Lloyd P. Shaw

[illegible]

RECEIVED
JUL 3 - 1963

FOR FILING

I-5-3(46)151

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 1, 1963

Original signed by
M. E. Martin
Dist. Engineer

By:
M. E. Martin
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.0

Oregon Project I-5-3(46)151
Elkhead Road-Yoncalla Interchange Section
Yoncalla Telephone Company
Temporary Telephone Line Adjustment

The temporary adjustment, as outlined in Mr. Litchfield's June 26, 1963 letter, is approved effective June 24, 1963 in accordance with Mr. Riedl's discussion with Mr. Litchfield on that date. The agreement, approved by our memorandum of May 17, 1963, is considered revised to provide for this work, however, it is our understanding that the estimate included in the agreement provided for the work.

original to Young
cc Litchfield
7-3-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 9 - 1963

FOR FILING
I
6248

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1963

SUBJECT: Subcontract
Elkhead Road-Yoncalla Section
Contract No. 6248
Project No. I-5-3(46)151

To Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. L. W. Rulien

We are returning herewith the subcontract between White Brothers Construction Company and R. H. Heintz Construction Company, prime contractors, and Warren Northwest, Inc., subcontractor.

The Bureau of Public Roads will not recognize Warren Northwest, Inc. as a commercial supplier for this contract; therefore, the subcontract will have to include the furnishing of the crushed materials. This would bring the total amount subcontracted to $780,427 or 52.8%.

Some other arrangements will have to be made to bring the subcontracts within the 50 percent limitation.

F. D. Morgan
Construction Engineer

By Maurice N. J.

Maurice N. Juve
Chief Cost Analyst

MNJ:bjh

cc: L. P. Shaw
Paul V. Riedl - BPR

LLOYD P. SHAW

RECEIVED
JUN 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1963

FORM E-30X- -50M—10-62 46823

FOR FILING
[illegible]
6248

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1963

SUBJECT: Elkhead Road-Yoncalla Jct. Section

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

Recently L. W. Rulien asked this office for a decision as to whether or not Warren Northwest could be considered a supplier on the subject project.

In checking with the Bureau of Public Roads they advise that if he was a commercial supplier at any location in the State he would not be considered a subcontractor. However, a recent ruling indicated that he would have to pay wages as set forth for the prime contractor, according to the Davis-Bacon Wage Act.

Will you, therefore, send documentary evidence to the effect that Warren Northwest is a commercial supplier and, if so, advise him that it will be necessary for him to submit payrolls and pay wages as set forth in the prime contract in the usual manner for a subcontractor.

We plan on discussing this matter further with our Legal Department, but at the present time it appears that this decision will stand. Rather than work a hardship on the supplier he should be aware of these facts prior to commencing work.

F. D. Morgan
Construction Engineer

By J. F. Putnam
J. F. Putnam
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

JFP:bjh

cc: L. P. Shaw ✓

RECEIVED
[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 - 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

June 19, 1963

T. Dee, Assistant Division Engineer
08-35.0 Salem, Oregon

Original signed by
T. Dee
Eng. Coordinator

Oregon Project I-5-3(46)151
Elkhead Road-Yoncalla Interchange Section
Douglas Electric Cooperative Utility Adjustment

We are in receipt of Mr. Young's June 13, 1963 letter transmitting data in connection with the proposed subject adjustment and requesting approval of the agreement and authorization to proceed.

Mr. Litchfield's March 26, 1963 status of utility adjustments refers to his December 31, 1962 status report which, to us, implies that the adjustment of the Douglas Electric Cooperative's facilities would be at their own expense. This belief is substantiated by the preliminary estimate dated March 26, 1963, and the project agreement estimate dated May 20, 1963, both of which do not include the subject adjustment.

Your Staff Attorney's letter to the utility was dated January 10, 1963 but was received in this office with Mr. Young's June 13, 1963 letter. Before acting on the agreement or authorizing you to proceed with the adjustment, we would appreciate receiving an explanation of the foregoing matter.

Original to [illegible]
7-1-63

NOTED
LLOYD P. SHAW

9

RECEIVED
JUN 19 1963
FORM E-123X 50M 3-63
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-5-3(46)151

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 11, 1963

Yoncalla Telephone Company
Yoncalla, Oregon

ATTENTION: Mr. Willis D. Thompson

Re: Telephone Line Adjustment
Elkhead Rd.-Yoncalla Interchange Section
Pacific Highway - Douglas County
Project No. I-5-3(46)151
Contract No. 6248

Gentlemen:

The contracting of the digging of twenty-one (21) post holes in connection with subject utility adjustment has been approved by the State and Bureau of Public Roads. You are hereby authorized to proceed with the work as of May 24, 1963.

Reimbursement for work performed subsequent to May 24, 1963, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement which should be submitted to our Resident Engineer. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjh

cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
J. L. Hagedorn
P. R. Barnhart

RECEIVED
JUN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1963

FOR FILING

6/14

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

June 6, 1963

By:

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.0

M. E. Martin
District Engineer

Oregon Project I-5-3(46)151
Elkhead Rd.-Yoncalla Interchange Section
Yoncalla Telephone Company Utility Adjustment

The contracting of the digging of twenty-one post holes in connection with the subject utility adjustment is approved effective May 24, 1963 in accordance with our discussion of that date.

NOTED
LLOYD P. SHAW

RECEIVED
JUN 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
cc Young
6-7-63

RECEIVED
MAY 23 1963
FOR FILING

[illegible]

[illegible]

May 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering adjustment of water lines on the Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County, Contract No. 6248, in connection with Federal-Aid Project No. I-5-3(46)151.

It is necessary to adjust water lines that were in place prior to construction. This is an obligation of the State and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

CWT:er

RECEIVED
MAY 22 1963

FOR FILING

May 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering directional signing on the Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County, Contract No. 6248 in connection with Federal-Aid Project No. I-5-3(46)151.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
MAY 22 1963
FOR FILING

May 22, 1963

Mr. A. V. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging on the Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County, Contract No. 6248 in connection with Federal-Aid Project No. I-5-3(46)151.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
MAY 22 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 20, 1963

Mr. A. [illegible]. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Utility Relocation Costs
Elkhead Road-Yoncalla
Interchange Section
Yoncalla Telephone Company
Utility Adjustment

Dear Mr. Parsons:

Reference is made to your letters of March 8, 1963, April 30, 1963, and May 2, 1963. Before specific allegations in the various letters are considered, we wish to state that we believe that the problem has been adequately considered and accurately stated in Mr. Hershberger's letter of April 18, 1963, to Mr. Litchfield, and further by his letter of May 6, 1963, to the writer. Copies of both letters are attached hereto.

Your letter of May 2 will be considered by separate paragraphs although some of the points raised appear to be so lacking in merit as not to properly justify consideration.

Paragraph 3 alleges there is no statement of evidence of the pre-existing easement of Yoncalla Telephone Company. Please refer to paragraph 1 on page two of Mr. Hershberger's letter which states the evidence. Previous payment by State of the first relocation costs and participation therein by the Bureau reveals our recognition of a prior private easement as clearly as any case can. When the matter of the Yoncalla second relocation first arose, Mr. Litchfield prepared voluminous Xerox copies of the various work orders and other documents relative to that project. He was advised that they would not be necessary and with that advice I heartily agree. This allegation is frivolous in the extreme and lacks all merit as the Bureau has previously been fully informed on this first relocation and recognized the existence of the very easement which you now appear to disparage.

The last sentence of paragraph 3 is so contrary to basic "hornbook" law that no attorney, at least, should ever be caught making such an allegation. Even though a company, or individual, may locate facilities upon a parcel of land with only a license from the owner to go upon the land for the stated purpose, once

NOTED
FORREST COOPER

the licensee enters thereon and expends a substantial amount in installing his facilities said license has and will be held by the courts to be a right coupled with an interest and is in effect an easement. Furthermore, I cite to you *Multnomah County v. Rockwood Water Dist.*, 219 Or. 356 which is quoted in Mr. Hershberger's letter to me dated May 6, 1963. (See attachment)

Paragraph 4 of your letter of May 2, 1963, questions our present attitude toward said easement. Paragraph 2, page 2 of the Hershberger letter of April 18, 1963, states that the State Highway Department "took" the private easement without payment of "just compensation". Article I, Section 18 of the Oregon Constitution requires payment for any private property "taken" for public use. The State did not acquire the previously existing Yoncalla easement by merely displacing or relocating the utility inside the present State highway right of way. While the State paid actual relocation costs the State did not acquire the Yoncalla private easement which is a real property interest. It necessarily follows that we regard the easement as presently existing, since the real property right was never acquired by the State, although the utility has been prevented by the Department from enjoying the use of the same on its original location. Real property rights do not just evaporate into thin air--they must be conveyed out or released. Since the State and Bureau have recognized this right (easement) of Yoncalla Telephone Company we are aware of no rule of law or case which would require said Company to be constantly reiterating and asserting its property right against this Department.

Paragraph 5 of your letter of May 2, 1963, states as a general proposition, without any citation of statutes or cases, that acceptance of State's 1953 permit by Yoncalla "could be construed as an acknowledgment of loss of its easement and waiver of the right to compensation". We would welcome any citation for that proposition. We have no knowledge of any process whereby vested real property rights are lost by an individual in merely exercising a legal right to perform an act--in this case relocating their telephone lines within the right of way as provided by ORS 758.010. Contrary to the statement that Company has been dilatory in asserting its easement to the State is the fact that Yoncalla did assert the right when its lines were first moved, and State and Bureau of Public Roads recognized said right. In its subsequent dealings with State there certainly was no reason for Yoncalla to believe that State had suddenly become ignorant of all that had gone on before in their dealings with State. The absurdity of such a contention is most evident. It is noted that it is not denied that upon the first relocation "that the Company could have demanded and received" the cost of a new easement outside the then highway right of way. Of course, that would have put us in exactly the same position as we are now. If the utility had purchased a new easement outside the right of way and our present widening encompassed the same, we would again pay relocation costs. We turn now to the last sentence of said paragraph 5 where we find: "Not having done so, it seems doubtful that it can now." This is another general statement without any basis in law. The identity of the parties has not changed and neither party would be permitted by the courts to weasel out of their contractual obligations, actual or implied. State in occupying Yoncalla's private easement impliedly contracted to either furnish in kind what State has occupied or make payment therefor. State has done neither. As previously stated, Yoncalla's present location within the right of way was merely an exercise of a statutory right in lieu of being furnished a comparable private easement adjacent to the right of way. This has no effect on State's obligation to Yoncalla to pay for the private easement or furnish a similar one.

Paragraph 6 starts out with a conditional acceptance of our belief that the private easement was never extinguished and that State holds its right of way subject to said easement. The paragraph then makes the startling statement that there is a presumption that the easement was destroyed by acceptance of the permit. This statement deserves the strongest possible protest. Legal presumptions are set out by statute in Oregon. There is no such presumption that the owner of such an easement has without a written conveyance surrendered his real property right to accept a permit under which he could be, at some future time, required to relocate his facilities at his sole cost.

Paragraph 7 of said letter of May 2, 1963, (which is paragraph 1 on page 2 thereof) declares that the citation to ORS 758.010 is not self-explanatory and goes on to discuss the public nuisance provision of said section of the statute. Since this section of the statute is so badly mangled in this paragraph, I will answer it by first quoting the statute:

> "758.010 Authority to construct lines; requirements and conditions by public officials. (1) Except within incorporated cities, any person or corporation has a right and privilege to construct, maintain and operate

> telegraph lines, telephone lines and lines and wires for the purpose of conveying electric power or electricity along the public roads, highways and streets of the state, or across rivers or over any lands belonging to the state, free of charge, and over lands of private individuals, as provided in ORS 772.205 to 772.220. Such persons or corporations may also erect the necessary fixtures therefor.
>
> "(2) The county courts or boards of county commissioners of the several counties through which such lines may be constructed, if the road upon which such lines are constructed is a county highway, and the State Highway Commission, if the road upon which such lines are constructed is a state highway, has power and authority to designate the location upon such roads and highways, outside of cities, where such fixtures may be located, and may order the location of any such fixture to be changed when such court, board or commission deems it expedient. Any fixture erected or remaining in a different location upon such highway than that designated in any order of such court, board or commission is a public nuisance and may be abated accordingly.
>
> "(3) The state officer, agency, board or commission having jurisdiction over any land belonging to the State with respect to which the right and privilege granted under subsection (1) of this section is exercised may impose reasonable requirements for the location, construction, operation and maintenance of the lines, wires and fixtures on such land; the person or corporation exercising such right and privilege over any land belonging to the state shall pay the current market value for the existing forest products that are damaged or destroyed in exercising such right and privilege; such right and privilege of any person or corporation is conditioned upon compliance of the requirements imposed pursuant to this subsection and upon making the payments required by this subsection."

It is apparent from even a casual reading of the statute that said public nuisance provision relates only to facilities which were first located pursuant to a State permit within the highway right of way. The poles of Yoncalla Telephone Company are not such poles. Thus the public nuisance provisions are completely irrelevant and have no bearing upon this matter whatever.

It is the usual practice, even where the utility has an easement which has been taken by the State so that the utility can no longer use the same and has elected to use highway right of way, to place the utilities located within the right of way under State permit so that standards of construction and maintenance may be provided for; said regulations being reasonable and in the public interest as required by ORS 758.020(3).

Any enforcement of the language in the permit which refers to removal or relocation, at least with respect to paying the cost thereof, would depend on whether the pole line was initially located in the right of way or whether the pole line easement was in existence prior to the Department's right of way acquisition.

In view of the foregoing, we ask that you now proceed with participation in the Yoncalla relocation costs, and in our other utility conflict cases where the utilities were first located upon private easements and were then subsequently moved into the right of way on State permits without State acquiring the private easements.

Very truly yours,

L. I. LINDAS
Chief Counsel

Enc.
LIL:jm
cc: Forrest Cooper
Ted Litchfield

RECEIVED
MAY 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
MAY 22 1963
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon

May 17, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-3(46)151
Elkhead Rd.-Yoncalla Interchange Section
Yoncalla Telephone Company Utility Adjustment

Our memorandum dated March 29, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustment included in the project estimate.

We hereby approve the agreement, as evidenced by your Utilities and Railroad Attorney's letters dated January 10, and April 12, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated April 17, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated May 2, 1963.

Our program memorandum dated November 26, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on May 10, 1963 in accordance with our verbal discussion of that date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto. Reimbursement with Federal funds is also subject to a determination of the legal eligibility for the adjustment by our Regional office based on the legal opinion requested in our May 2, 1963 memorandum.

RECEIVED
MAY 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Litchfield
5-22-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 8 - 1963

FOR FILING

[illegible]

6248

Salem, Oregon
May 7, 1963

R-24858 - Kingery
Elkhead Road-Yoncalla Junction
Pacific Highway
Douglas County

Mr. Laurence A. Holt
Administrative Right of Way Agent
Building

In regard to the proposal by Mr. Kingery through his attorney, Mr. Neuner, apparently only Point No. 1 remains without a solution at this time. It involves the construction of a box culvert to a width of 16 feet as an extension to an existing culvert which is 12 feet in width. This would present an engineering curiosity with which I feel we would not care to live—imagine entering the 16-foot width culvert and then suddenly meeting an oncoming vehicle at a point where it narrowed to 12 feet. I think this would present a far more hazardous condition than a continuous 12-foot width culvert throughout.

I have discussed this project with Mr. Lindas. If you will take this matter up with him, I believe he will contact Mr. Neuner and discuss it further.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

cc L. L. Lindas

LONG, NEUNER, DOLE & CALEY
LAWYERS
810 S. E. DOUGLAS AVENUE
ROSEBURG, OREGON

J. V. LONG
GEORGE W. NEUNER
DONALD A. DOLE
ELDON F. CALEY

MAILING ADDRESS
P O BOX 1205

AREA CODE 503
TELEPHONE 673-5541

April 29, 1963

NOTED
L. A. Holt

Mr. Laurence A. Holt
Administrative Right of Way Agent
State Highway Department
Salem 10, Oregon

Re: Your File No. 34858 - Kingery
Elkhead Road - Yoncalla Junction
Pacific Highway
Douglas County

Dear Mr. Holt:

Reference is made to your letter of April 23rd.

I have discussed the matters contained in your letter with Mr. Kingery. He was, of course, disappointed that the State would not see fit to make an additional installation in connection with the existing fill.

As a proposal for closing the matter, may I suggest the following:

1. That the new box culvert be constructed to a width of 16 ft.

2. That the portion of the new culvert between the fills be daylighted or so constructed as to permit of a maximum amount of natural daylight into the structure. This is particularly important in connection with the requisite continued use of the existing culvert for pedestrian purposes.

3. That the State install some type of electrical of mechanical safety devices which pedestrians could place in operation when entering the culvert so as to warn vehicle traffic of the dangers.

4. Unless there is a careful scheduling in connection with the State's enlargement of the water storage reservoir, I would anticipate a loss of the water which is now in storage and which is critical. I would think that,under the circumstances, it might be better, so long as he were willing, that Mr. Kingery be permitted to enlarge his reservoir under the $500.00 allowance which apparently was made in the appraisal.

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APR 30 1963
RIGHT OF WAY

Other than these matters, the monetary consideration being paid by the State appears satisfactory, although we still are of the opinion that the Kingerys are making a substantial contribution in foregoing their access rights to the Northerly underpass and service road for the sum of $500.00.

Yours very truly,

George W. Neuner

GWN:rr

April [illegible]

Mr. [illegible]
[illegible]
[illegible]
[illegible] Avenue
[illegible], Texas

[illegible] 34852 – [illegible]
[illegible] -Tyndall [illegible]
[illegible] Highway
[illegible] County

Dear Mr. [illegible]:

[illegible] replying to your letter of April 17, [illegible] the [illegible] that [illegible] . For purposes of clarifying the [illegible] this matter, I [illegible] refer to the [illegible] you have [illegible].

1. The present contract [illegible] does not call [illegible] expen- [illegible] 16 [illegible]. I am [illegible] possibil- ity [illegible] Mr. Kinsery's [illegible] condemnation, [illegible] since we are of the opinion that the [illegible] county can [illegible] locally, and just as effec- tively, handled in another manner.

2. [illegible] in a reservoir, the contract specifications [illegible] provision for replacement by the contractor, [illegible] you have in- formed us that this was your client's [illegible].

3. We take no exception to Mr. Kinsery [illegible] the existing fence, in so far as it does not [illegible] with the operations of our contractor.

4. The State tenders once again its offer [illegible] for relinquishment of any rights of access to the [illegible] which the [illegible] Kinsery property presently [illegible].

[illegible] upon the facility.

[illegible] in view, the [illegible] additional [illegible] feet of the [illegible] of the [illegible], and to make the [illegible] with the [illegible]. [illegible] that an [illegible] in [illegible] between the [illegible] a [illegible] the [illegible] strip. [illegible] and [illegible] of pedestrian traffic, [illegible] pedestrian-[illegible] device equipped with a [illegible] that will keep the [illegible] free of vehicles when occupied by persons [illegible].

[illegible] finding that the [illegible] herein outlined [illegible] the justifiable [illegible] your client, and I hope that your client will find it [illegible]. Your early response [illegible] will be appreciated.

Very truly yours,

[illegible]
Chief Counsel

By

[illegible] A. Holt
Administrative Right of Way Agent

[illegible]

RECEIVED
MAY 10 1963

FOR FILING

6344

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

May 2, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project I-5-3(46)151
Elkhead Road-Yoncalla Interchange Section
Legal Opinion Regarding Yoncalla Telephone Company
Utility Adjustment

Receipt of copies of Mr. Hershberger's April 18, 1963 inter-department memorandum on the above subject to Mr. Litchfield is acknowledged. We understand that Mr. Hershberger did not have a copy of our March 8, 1963 memorandum requesting the legal opinion outlining the reasons for the request. Additional copies are now being furnished for your convenience.

Mr. Hershberger's opinion appears to be incomplete in the following particulars:

There is no statement of the evidence on which the determination was made that an easement existed. Presence of the line is sufficient to give notice of the possibility of an easement, so that recording is not necessary to protect the owner. However, such existence is ambiguous, and may only indicate use of the land under a revocable permit or license.

Assuming the existence of an easement, it is not clear what Mr. Hershberger considers its present status to be. He says it was "taken" without payment but that the department did not acquire it, and refers to it as "an existing easement."

Acceptance by the company of the 1953 permit could be construed as an acknowledgment of loss of its easement and waiver of the right to compensation. Certainly if the easement was "taken" the company has been dilatory in asserting its rights. Mr. Hershberger states that the company "could have demanded and received" the cost of a new easement, which would have avoided the present question. Not having done so, it seems doubtful that it can now.

If it is Mr. Hershberger's theory that the easement never was extinguished but that its precise location was changed when the line was moved, so that the State holds title to the right of way subject

original To Litchfield
5-9-63

NOTED
LLOYD P. SHAW

to the easement, we think his opinion should establish the existence of the original easement and dispose of the presumption that it was destroyed by acceptance of the permit.

The citation of ORS 758.010 is not self-explanatory inasmuch as its provision for abatement, as a public nuisance, of any fixtures remaining in a different location than designated (originally or as ordered changed) seems to imply that the cost of complying with an order to move will be at the owner's expense. Thus, a clear showing of a right beyond that given by the statute appears necessary to justify expenditure of public funds.

Prior to your requesting authorization to proceed with the utility adjustment we should have your further comments on this matter.

RECEIVED
MAY 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 13 1963

FOR FILING

I 5-3(46)151

[illegible]

08-35.2-0

477 Cottage Street, N. E.
Salem, Oregon

March 8, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project I-5-3(46)151, Elkhead Road-Yoncalla Jct. Section
Yoncalla Telephone Company Utility Adjustment

Staff Attorney Hershberger's January 10, 1963 letter to the Yoncalla Telephone Company contains a statement that obligations recited in your 1953 permit "... concerning the duty of your company to relocate its lines at its sole cost upon request by State, do not apply in this instance...". In a February 6, 1963 opinion relating to the Lowell Street - 11th Avenue Unit of Interstate Route 5 in Portland it was indicated that such a subsequent move at the utility's expense "could not be enforced." If such a conclusion is correct, obviously there would be no prohibition of Federal participation. However, it does not seem to us that such a conclusion follows from the fact of a past "taking" of the easement without payment. It seems rather that the utility may have had a right at that time which it failed to assert and has lost. Possibly the "sole cost" provision should not have been "recited" in the permit, under the circumstances, but if it was accepted by the company we think it may be enforceable.

We would appreciate receiving a legal opinion which sets forth all the reasoning involved in reaching the conclusion that payment is not prohibited by State law or contract.

RECEIVED
MAR 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Lindas
3-13-63

NOTED
LLOYD P. SHAW

RECEIVED
MAY 7 - 1963
FOR FILING

I-5-3(46)151

6248

9

477 Cottage Street N. E.
Salem, Oregon

April 25, 1963

Mr. Forrest Cooper, State Hwy. Engineer
Salem, Oregon

08-35.2-0

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-3(46)151
Elkhead Road - Yoncalla Interchange Section
Grading, Paving, Structures, and Signing

As requested in Mr. Nash's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of Contract No. 6248 to White Bros. Const. Co., Inc. & R. A. Heintz Const. Co. of Portland, Oregon, low bidder in the amount of $1,479,016.00 at the April 23, 1963 bid opening.

Mr. Litchfield's April 23, 1963 letter transmitted copies of the requested legal opinion in connection with the Yoncalla Telephone Company utility adjustment. As stated in our March 29, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
APR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
5-7-63

RECEIVED
APR 26 1963
FOR FILING

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SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-5-3 (46) 151

6248 —

April 25, 1963

White Bros. Construction Company, Inc.
and R. A. Heintz Construction Company
211 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

The State Highway Commission on April 25, 1963, awarded to you State Highway Contract No. 6248 for the following project:

Grading, paving, structures and signing on the Elkhead Road-Yoncalla Interchange Section of the Pacific Highway in Douglas County

. This award was based on your low bid of $1,479,016.00 which was submitted to the Commission on April 23, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc

Frank Morgan
L. H. Young
R. G. Savage
I. D. Merchant

White Bros. Const. Co., Inc.
P. O. Box 376
Walla Walla, Washington

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1963

To:
Mr. Ted Litchfield
Utilities Liaison Engineer
Office

SUBJECT:
Aerial Telephone Cable Adjustment
Yoncalla Telephone Co.
Elkhead Rd.-Yoncalla Interchange Sec.
Pacific Highway
Douglas County
Project: I-5-3(46)151

You have asked for an explanation of the legal basis for requiring the highway department to reimburse Yoncalla Telephone Company for its costs for adjusting said cable to conform to the construction requirements of the project.

The answer lies in two items, (1) the original location of the lines, or cable, placed the cable upon a private easement paralleling the former county road right of way, and (2) ORS 758.010.

When the Pacific Highway was relocated as a 2-lane road at its present location, the County road and lands upon which the private easement attached were taken for the new highway right of way. Said easement was not of record but existing,nevertheless. Thus, the highway right of way was burdened with a private easement which was "taken" by the department but for which no "just compensation" was ever paid. Said private easement has not been acquired by the department or extinguished in any other manner.

The first relocation of the lines placed them within the new highway right of way under a department permit, but the Utility already had a statutory right under ORS 758.010 to occupy the right of way for that purpose. In granting or issuing the permit to the Utility, the department merely allowed the Utility to move from its private easement to a new location within the right of way. The Utility neither lost nor surrendered its property rights in its private easement by relocating within said right of way. Thus, it could not by any stretch of the imagination be said that the permit was "consideration" for the private easement held by the Utility.

TED
LLOYD P. SHAW

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6202 Ends with: Contract# 6248

FLASH CARDS: Begins every Contract

Remarks: #6202 continued from reel 112
#6248 continues on reel 114

Reel No. 113 Reduction Ratio 21:1 Project No. ________

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 17 day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm